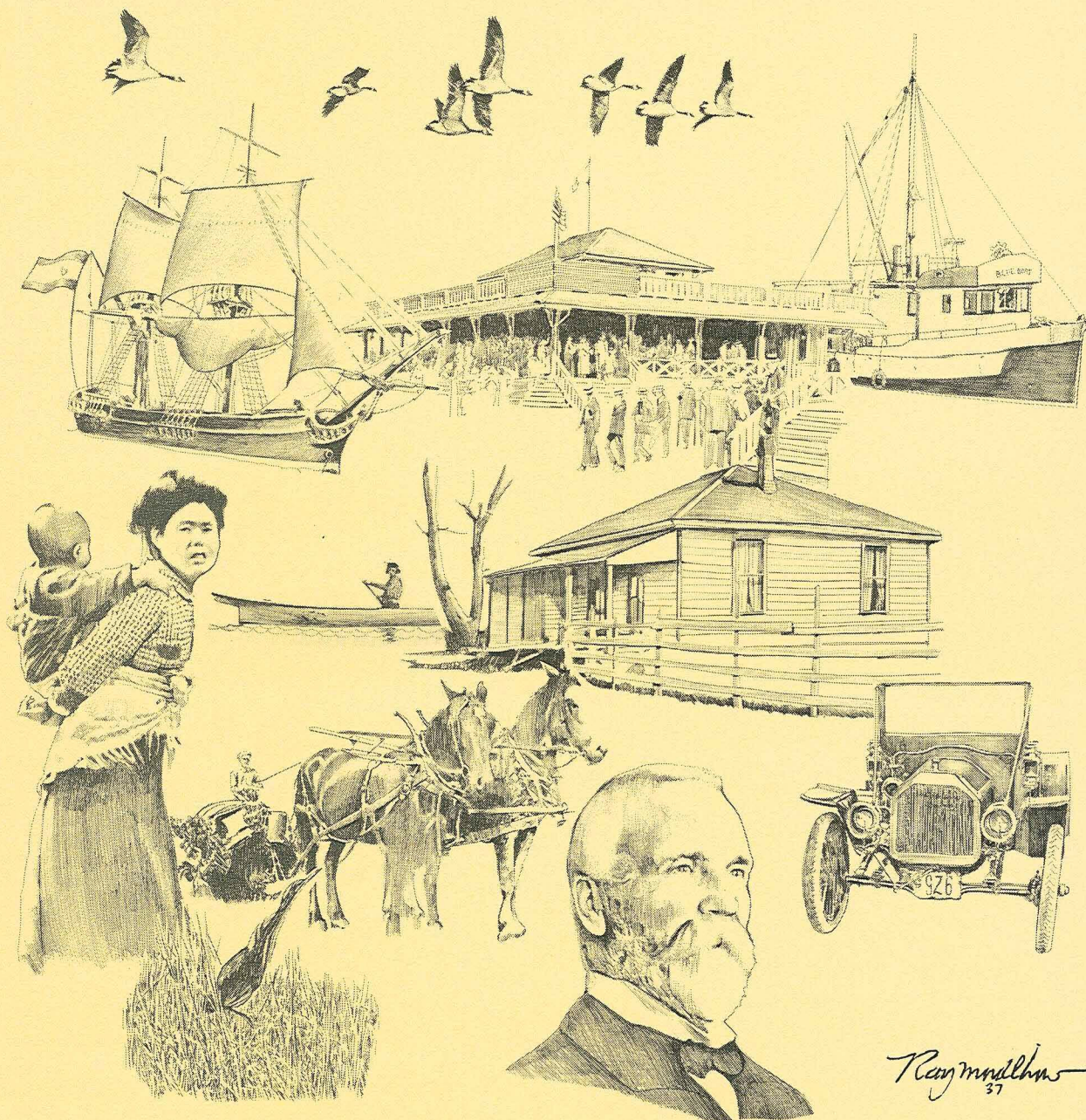


# Richmond Child of the Fraser

Leslie J. Ross



Richmond  
Child of the Fraser

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Leslie J. Ross

*Under the direction of the Historical Committee  
of the Richmond '79 Centennial Society.*



RICHMOND '79 CENTENNIAL SOCIETY.

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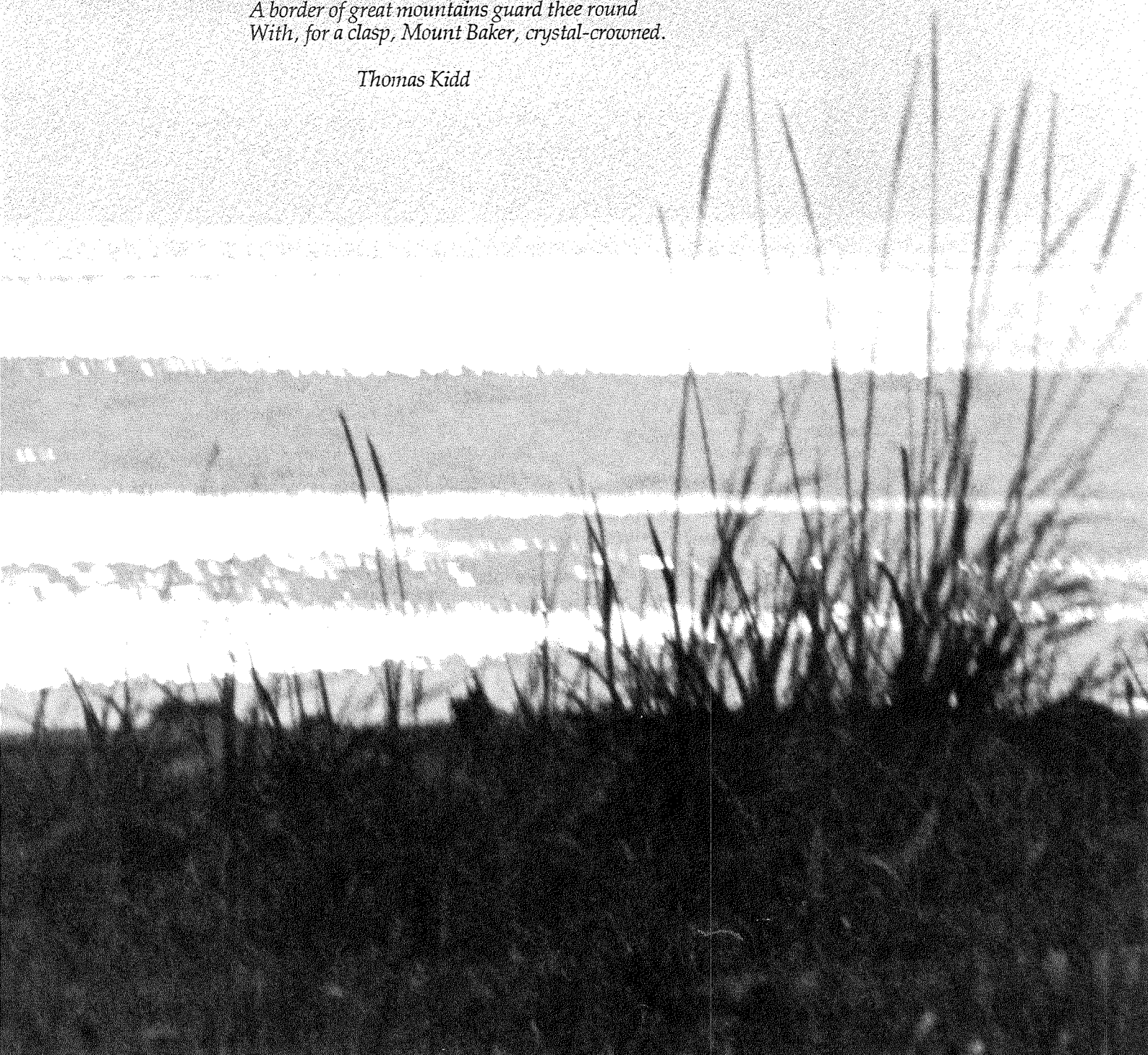
*Child of the Fraser River and the sea,  
Fair Lulu Island where I built my home,  
Though I had seen fair lands ere I saw thee,  
I came and saw and said "No more I'll roam."*

*Thine open lands inviting to the plough,  
Thy clumps of woods where spruce and cedar vie  
for Beauty's prize in height and symmetry  
And many kinds of the deciduous bough.*

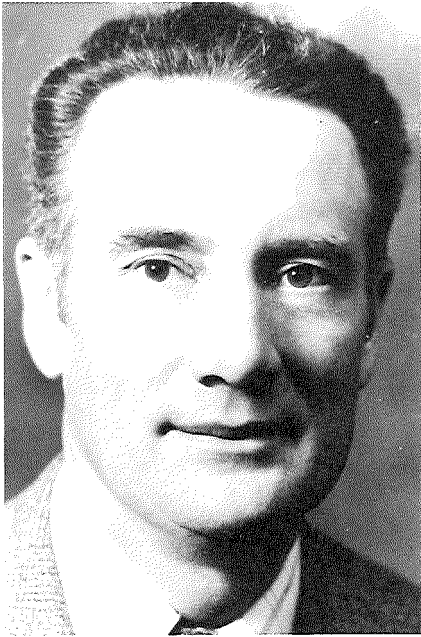
*With wild rose bordering all, whose spring-display,  
Crowns every bush and festoon-links the trees,  
And fills with fragrance sweet our spring-time breeze:  
A beauty that no words can e'er portray.*

*And what a setting, Little Gem, is thine!  
Olympian Gods could never such design;  
A border of great mountains guard thee round  
With, for a clasp, Mount Baker, crystal-crowned.*

*Thomas Kidd*



# Foreword



This book was produced as a centennial project to record a comprehensive history of Richmond's first one hundred years. Earlier published works by my great-grandfather, Thomas Kidd, detailed some of Richmond's early history but there has been a recognized need to update the recorded development of this Municipality.

Illustrated with treasured photographs from family albums and local archives, this new history is gleaned from many sources. The personal records and reminiscences of the descendants of pioneers, letters, as well as official records, provide a valuable written and pictorial account. This involved a great deal of painstaking work on the part of many people whose freely-given, enthusiastic efforts are very much appreciated.

Many of our present citizens have witnessed much of the change as Richmond developed from a pioneer rural area to a modern urban community. Throughout our history, Richmond is renowned for the community spirit which has prevailed. The residents of Richmond have many reasons to be proud of their Municipality and its picturesque setting on the Fraser River Estuary.

This is the community in which I have spent my life. It has been important to me to know my Municipality and the reasons and events that have shaped its development and I believe it is most important that there be a record for the benefit of present and future citizens.

The Richmond '79 Centennial Society are to be complimented on recognizing this need and initiating the project. Their choice of Leslie Ross, the author, who comes from a pioneer Richmond family, is most appropriate. Leslie holds a B.A., majoring in Canadian history, taken at Simon Fraser University; an M.A., majoring in American diplomatic and revolutionary history, taken at Wichita State University on a Rotary District Scholarship, and is nearing completion of an M.A., majoring in Library Science and Archives Administration at the University of Minnesota, which she interrupted to write this book.

It is gratifying for me to see this story being told; it is certainly an appropriate time for a history of Richmond to be published — in our Centennial Year — and I hope it will encourage further study by historians and stimulate a greater interest by the public in that period.

To be associated, in even a small way, with this undertaking is an honour and I heartily recommend this book to anyone who is interested in the early history of Richmond, British Columbia.

A handwritten signature in cursive script that reads "G.J. Blair".

G.J. Blair  
MAYOR

The Corporation of the Township of Richmond

# Introduction

The islands of Richmond maintain a precarious existence at the mouth of the Fraser. Of the forty-seven square miles of natural land area one quarter lies seventeen feet above sea level and the remaining three quarters, between four and six and one-half feet above sea level. Richmond is truly a "child of the Fraser River and the sea".

Seventy million years ago the delta of what is now the Fraser River was a "low lying coastal plain traversed by large, sluggish meandering rivers". The sub-tropical climate encouraged the growth of a dense broad-leaved forest. The lush growth was lost during the ensuing Palaeocene and Eocene periods, emerging as a coastal swamp with a forest cover of cedar and swamp cypress.

Glaciation followed with the last advance, less than 25,000 years ago, leaving a delta plain which extended across the entire Strait of Georgia. As the last glaciation receded 13,500 years ago, the land of the delta had been depressed far below sea level. While world sea levels rose over the following centuries, the uplift of the land was greater leaving deep water delta deposits at the Fraser River subject to water erosion. The sea level of Richmond's islands today was achieved as late as 2,500 years ago.

Geologist Roy Blunden writes that one thousand years before the area was settled "Richmond consisted of almost featureless, insect infested, dank scrub covered islands separated by wide shoaling waterways". The peat bogs had been formed 3,000 years earlier. Sea Island was formed 2,500 years ago.<sup>1</sup>

When settlement began in the 1860s there were wolves and bears roaming the islands. Nearby it is believed there were wapiti, deer, mink, beavers and seals. A description of the municipality which appeared in the 1882-83 *British Columbia Directory* read "During the fall and winter . . . wild geese and ducks abound along the sloughs, and after harvest, in the stubble fields and on the north or Mainland shores of the river, deer and grouse are tolerably plentiful and bear and panthers are to be met with occasionally. There, too, rabbits are becoming quite numerous".<sup>2</sup> The air was filled with birds: snow geese, widgeons, pintails, wood ducks, shovelers, gadwalls and surf scoters. There were also mallards, teals, Canada geese and snow geese toward the eastern peat bogs. Today the animals are gone and many of the birds rest further south in the open spaces of Ladner and Delta.

The islands of the delta which comprise the municipality of Richmond seem very different today. Where trees such as cottonwoods and crabapples grew all across the islands today there are acres of cultivated lands and groves of warehouses. The land has been cleared, plowed and sown, built upon and excavated but the river which shapes the land flows to the sea along the route it carved out thousands of years ago. Richmond will ever be the "child of the Fraser River and the sea".





At the time of Richmond's entry into her second century a pause for reflection and review of the past century seems fitting and necessary. The aim of the Historical Committee of the Richmond '79 Centennial Society was to provide a documented profile of the municipality from its formative years to the present. While the task is eased because there are so many residents whose memories stretch back to Richmond's early years, there are still many research problems such as the lack of documentation, the lack of an archival repository in the municipality and the press for time. However the following is presented without apologies as a foundation to the documentation of Richmond's past, with the hope that more research will be done exploring other resources and answering the many questions which remain about the growth, development, and change in Richmond.

While the task of documenting Richmond's past is incomplete there are many individuals without whom no research or writing could have been completed. I am especially indebted to T.M. Youngberg and Mrs. Betty Gatz, co-chairmen of the Historical Committee and Mrs. Jean Grover, Secretary-Coordinator of the Richmond '79 Centennial Society for their advice, encouragement and unflagging support throughout the project. I also thank Hilary Stewart, Archie Blair, Duncan Stacey, and George Brandak for their contributions to and criticisms of the text. My special gratitude is further extended to Endel Kallas for his assistance on many aspects of the book, from research to editing.

This project was organized and undertaken by many people who offered their time, talents, and considerable patience. For their interest in Richmond's history and assistance in the formative stages of the project I thank the members of the Historical Committee, W.A. Felker, Mrs. Alice Marwood, Mrs. Eileen Dawson, Ray Pelland, W.P. Anderson, A. Blair, Norman Lee, Mrs. Sharon Bordeleau, Reginald Courtney-Browne, R.A. McMath and Ralph May. I offer my thanks as well to the many people who took the time to write or telephone me with their memories and research suggestions.

Gathering and selecting photographs was a fascinating if difficult task which the Photograph Sub-Committee ably undertook. Thanks go to the Chairman Des McManus and members T.M. Youngberg, Mrs. Betty Gatz, W.A. Felker, David Mattison, Kaj Swensson, Dietmar Waber, Norman Lee, A. Blair, Mrs. Sharon Bordeleau, W.P. Anderson, Eugene Boyko, Roy Burns and Ralph May. Also to Michael Duncan, Dietmar Waber, Norman Lee and Jerry Davidson who donated their photographs and artwork, and to Bill Roozeboom who reproduced the photographs I offer special thanks. Many thanks are due also to those generous people who brought their photographic keepsakes to the Centennial Society for the project.

To the technical experts who typed and filed and cared for the manuscript so ably, Bea Byles and Mrs. Sharon Bordeleau, with assistance from Eileen Holloway and Sandy Bichard I give my thanks. I also extend my gratitude to Fred Bosman whose design talents are equal only to his patience. To my family whose support never faltered I give my special thanks.

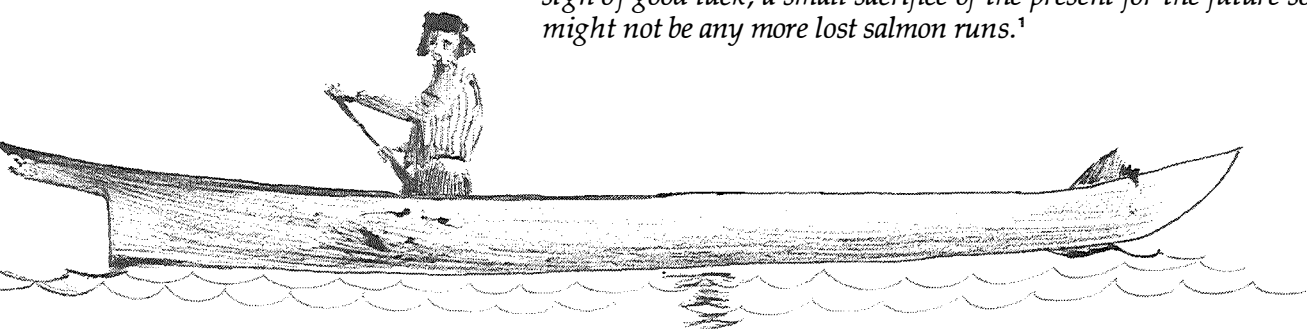
# First Peoples of the River

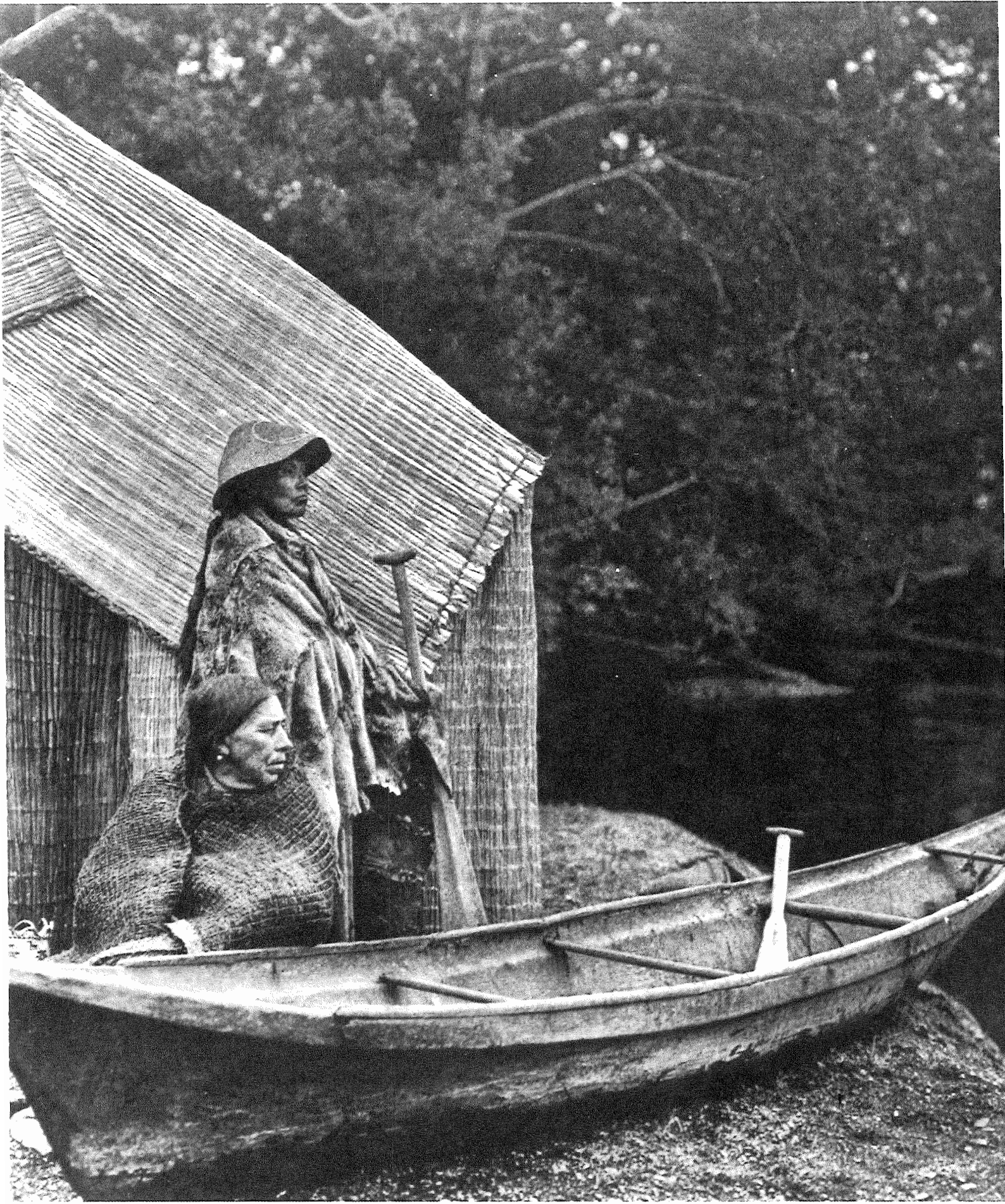
*There was a time, long ago, when the Fraser River was young and small; before you, or I, or the cities, before the coming of the white man, long before, when all the world was young and the tribe of the Great Tye caught and salted and smoked the pink salmon that crowded its throat. And, as continues the legend, it was in this time that the peoples of the river were first asked to make an important choice. The story of "The Lost Salmon Run" reveals to us not only the importance of the river to the early inhabitants, but also tells us much about the wisdom of the Salish; a wisdom, as is inherent to the nature of legend, which still speaks to "the river's children" this day.*

*It came to pass that, before the salmon run, the wife of the Great Tye was to deliver a great gift. While it was the deepest wish of the Great Tye that the child be a girl who in turn could give children to her husband, the tribespeople desired a boy, an heir to become their Great Tye in the years to come. Even when it was suggested that the husband she would take might become their leader, they did protest, forgetting the importance of a child who would some day be a mother herself giving to their children and grandchildren a Great Tye.*

*Thus it was that the great medicine men, men of witchcraft, the mighty men of magic were gathered from far up the Fraser River and the valley lands inward. Never were so many men in council before. They built fires and danced and chanted for many days, speaking with the gods of the mountains and the gods of the sea until "the power" of decision came to them. And so it was decreed that, while the people did want both a boy-child and a great salmon run, they could have but one, for to have all things would make them arrogant and selfish. They would have to choose between the two; a girl-child who would some day bear children of her own and bring an abundance of salmon at her birth, and a boy-child who would bring but himself. Much to the dismay of the Great Tye, the people, in their shortsighted selfishness, called for the boy-child.*

*When the child was born it was a boy, and that spring when people from the tribes both near and far gathered at the river for the salmon run, not a single fish did enter the vast rivers of the Pacific Coast. Forgetting the honour of a mother-child, they had made their choice, and now bereft of food and stricken with poverty, they endured hunger and starvation through the long winter that followed. From that point onward, it is said that the tribe did not always want fishermen and warriors, but also welcomed girl-children as a sign of good luck; a small sacrifice of the present for the future so that there might not be any more lost salmon runs.<sup>1</sup>*

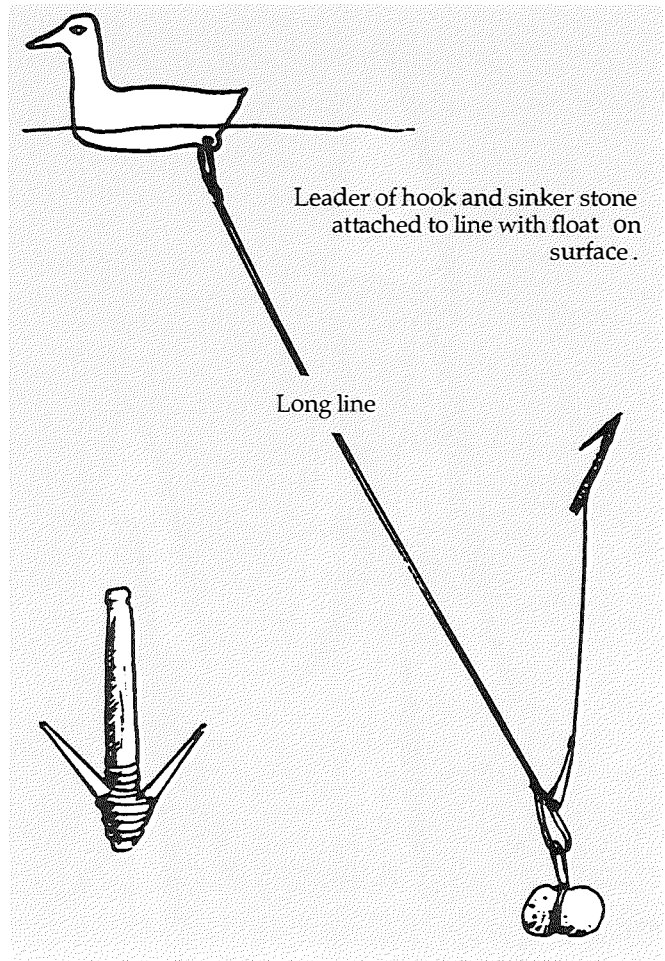




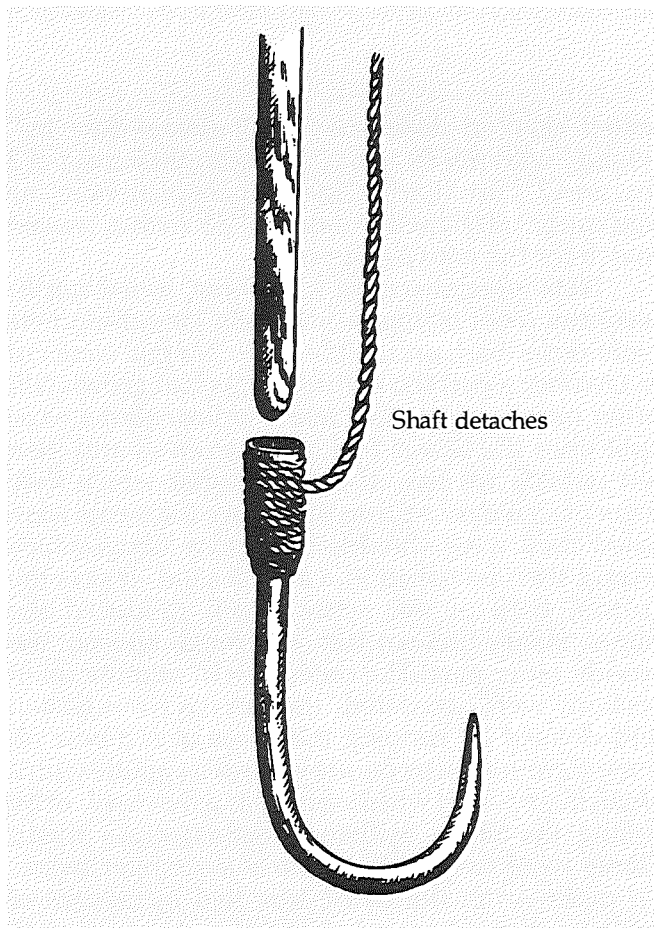
1. Salish dwelling and canoe on the Fraser River.

The Indian peoples of the Fraser River, from the Musqueam band at its mouth to their Salish tribesmen upstream, have always depended upon the river. A traffic lane for canoes venturing from the Gulf Islands and Vancouver Island, the Fraser also provided sustenance for its bordering peoples.<sup>2</sup> Though still abundant with salmon the river has changed greatly from the earliest days of fishing. It has been written that "In the days before the big islands were formed it was crystal clear. Sturgeon and salmon could see from its pellucid depths the approach of native fishermen with net and spear."<sup>3</sup> The escape of the salmon was easy and the work of the fisherman arduous. As a consequence there was a scarcity of food which caused suffering amongst the river people. Then, so the legend goes, "... it was that Q'als, the great Transformer, took pity on the people . . . and darkened the waters, although to do so he was forced to slay one of his brothers. Ever since the fish have been confused and are easily taken, and the natives have lived prosperously with little effort."<sup>4</sup>

Fishing implements reflected the Indians' knowledge of the plants, trees, and animals which flourished along the coast. Hooks, harpoons, and spears were designed to take fish of all sizes, in rapids, still water, by the river's edge and far out at sea. Hooks were made of wood, spruce root, antler



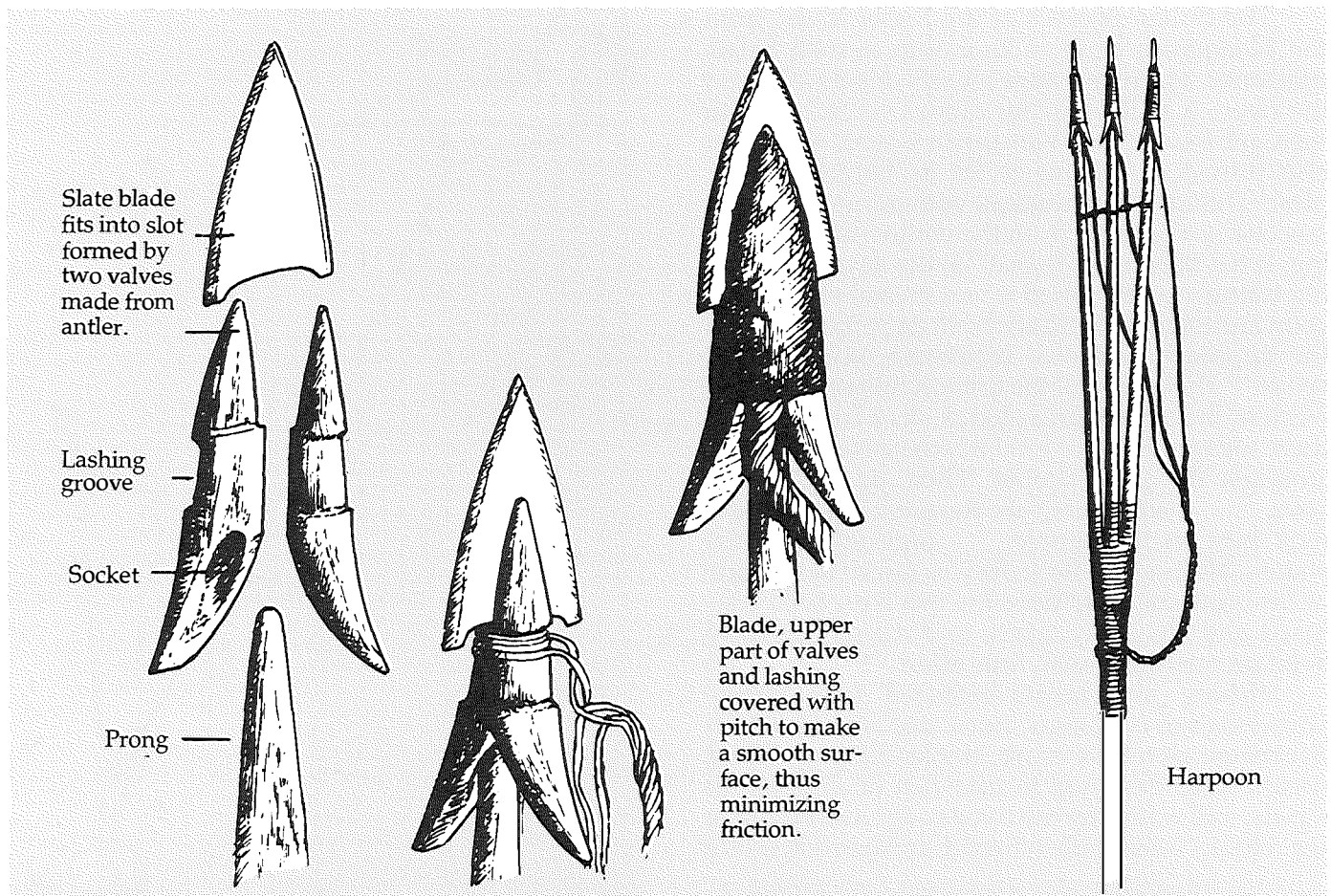
3. Small hook with barbs of wild crabapple thorns for brook trout.



2. Steam-bent, fire hardened, wood hook, 18 cm.

bone, or iron. Wood and iron hooks could be bent to catch the fish. Lines many feet in length were dangled before the fish to entice them closer to the waiting harpoon of the fisherman. Nets hung across the entrance to streams in anticipation of the return of the salmon. But most importantly, the fishermen knew their prey, they knew what would attract certain fish, they knew the relative strength of the several species, their habits and life cycles.

Another implement commonly used for fishing was a harpoon composed of a cedar shaft ten to twenty feet long, two divergent shafts of hardwood, and two retractable heads from which lines ran back to the hands of the operator. The butt end of the shaft was splayed and indented where the fisherman would place his first and second fingers. The foreshafts were securely fastened to the main shaft. The toggleheads were made of three pieces, a plain unbarbed point of bone fastened with sinew, cherry bark and pitch between two flaring wings or barbs called valves made of bone, hardwood or antler. These wings were grooved to create a socket for the foreshaft.<sup>5</sup> Paul Kane, an artist and observer of the western Indians, described in his 1848 travel journal how the harpoon was used for sturgeon fishing,



4. Sturgeon harpoon head

*This is done by means of a long pointed spear handle seventy to eighty feet long, fitted into, but not actually fastened to, a barbed spear-head, to which is attached a line, with which they feel along the bottom of the river where the sturgeon are found lying at the spawning season. Upon feeling the fish the barbed spear is driven in and the handle withdrawn. The fish is then gradually drawn in by the line, which being very long, allows the sturgeon to waste his great strength, so that he can with safety be taken into the canoe or towed ashore.*<sup>6</sup>

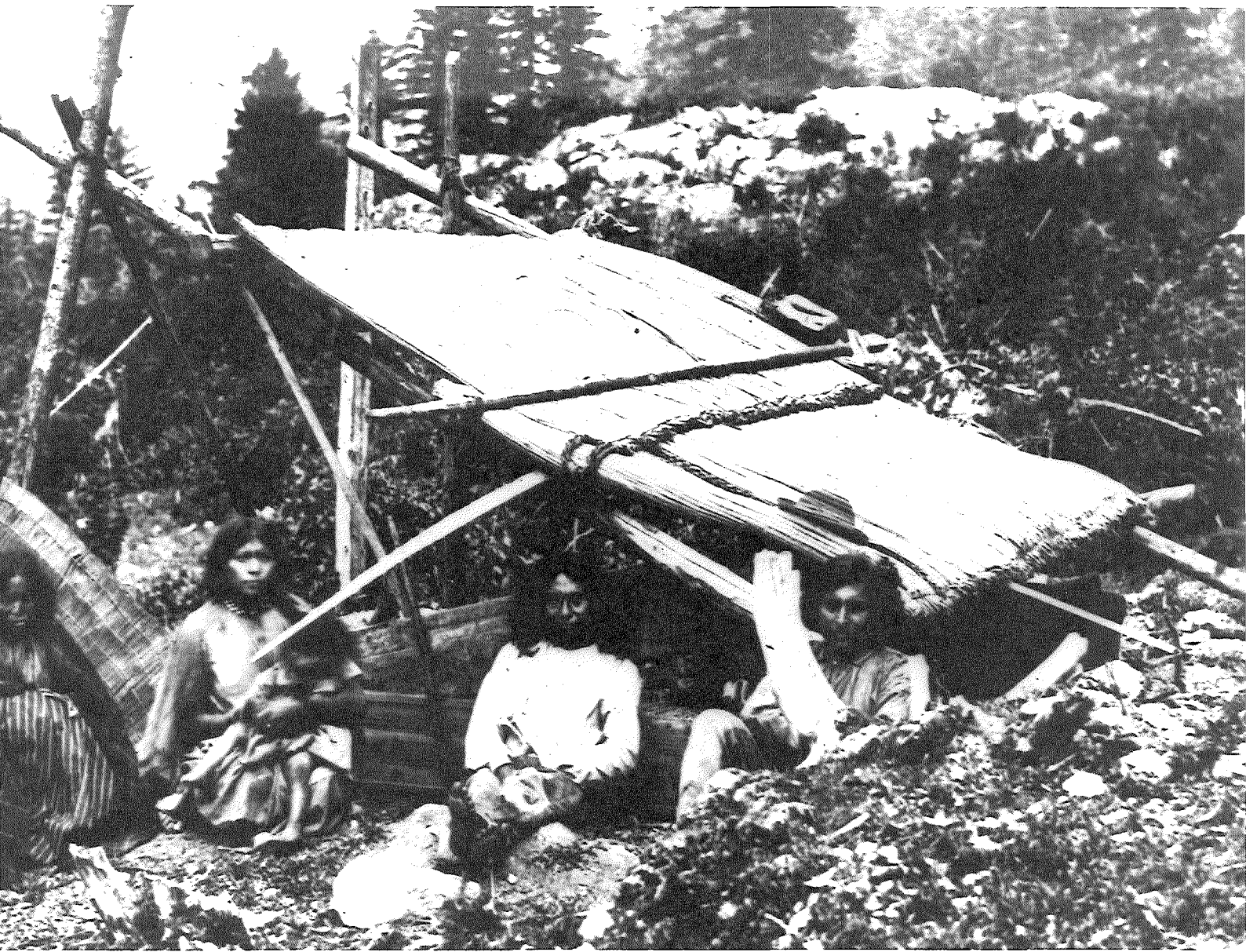
Another observer, Sir Arthur Birch, the Colonial Secretary at New Westminster, noted in a letter to his brother dated May 7th, 1864,

*"All the Indians are down now fishing and it is great fun to watch them spearing Sturgeon which here run to the enormous size of 500 & 600 lbs. The Indians drift down with the stream perhaps 30 canoes abreast with their long poles with spear attached kept within about a foot of the bottom of the River. When they feel a fish lying they raise the spear and thrust it at the fish seldom missing. The barb of the spear immediately disconnects from the pole but remains attached to a rope and you see sometimes 2 or 3 canoes being carried off at the same time down river at any pace by these huge fish."*<sup>7</sup>

The correspondent admitted that he had recently

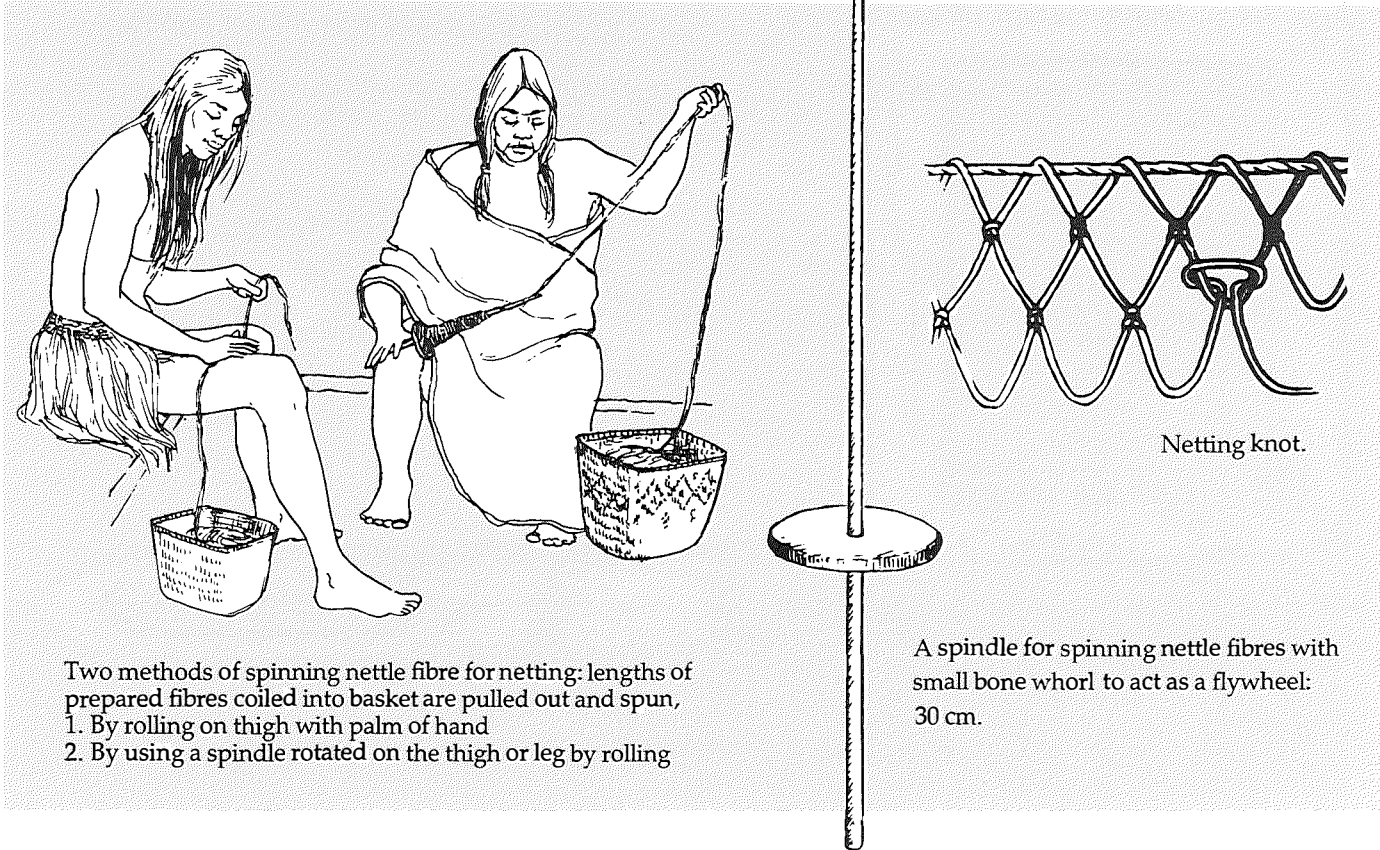
tested his own skills in a "small stream close by" where "with my fly rod . . . had caught 5 trout of 3 lbs. and 2,2 lbs." Earlier, in the space of an hour, he had caught 680 smelts.<sup>8</sup> And still Sir Arthur was no match for the native fishermen.

Nets were also used for fishing; in the northwest the most common materials for fishing nets were cedar bark and nettle fibre. Nettles were cut in October when the mature stems had grown tall, often over six feet. The wide, hollow stems were split once the leaves had been removed and then left outside for five or six days after which they were placed over a fire to dry. Once the stems were dried they were shredded to create fibres which would then be coiled in a box of sand. It was the cortical bark of the nettle which produced the fibres, Hilary Stewart has confirmed, and not the woody inner part. The outer "bark" and the inner sections were separated, the fibrous parts beaten and cleaned by running the fibres over a bear rib bone. Spinning was done by use of a spindle with a small bone whorl which served as a flywheel, or by rolling the fibres by hand, against one's thigh. Fibres were twisted to produce a stronger twine. To make a net the twine was tied in meshes of uniform size. The mesh size differed according to the size of fish to be caught - eulachon to salmon.<sup>9</sup>



5. A typical Fraser River fish camp.

6.



Two methods of spinning nettle fibre for netting: lengths of prepared fibres coiled into basket are pulled out and spun,  
 1. By rolling on thigh with palm of hand  
 2. By using a spindle rotated on the thigh or leg by rolling

A spindle for spinning nettle fibres with small bone whorl to act as a flywheel: 30 cm.

Netting knot.

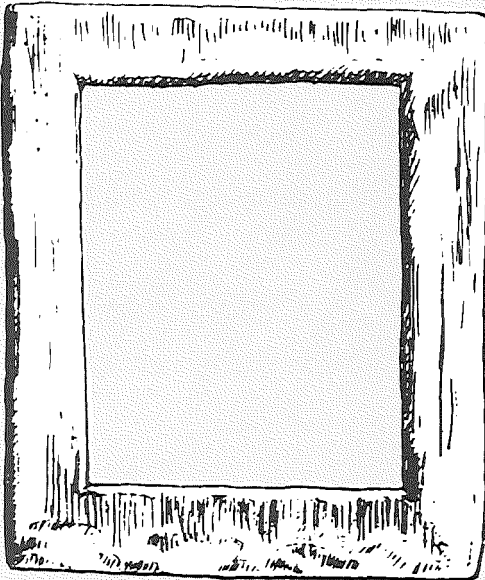
The reef net made of two-ply twine from willow sapling bark was more commonly used in shoal water, particularly at Point Roberts, south of Lulu Island. This type of net was held open by two canoes, which were manned by six to twelve fishermen. The net was secured to the bottom of the channel by large rocks. When salmon were sighted swimming toward the net, the lookout signalled for the net to be raised, engulfing the school of fish. After the net was full, it was pulled toward one canoe and the load of fish was spilled into the other. Nets with a very deep bunt and well-defined pocket were used for catching spring salmon and sockeye.<sup>10</sup>

To prepare and preserve the catch, the head, tails, fins and bones were removed and kept for roasting. Fresh salmon was boiled, baked or roasted. To boil salmon it was bound within bark to keep the meat intact. To prepare salmon for drying, each was placed with its belly down and an incision made from the back to the belly along one side of the dorsal ridge, leaving only the skin of the belly intact. Then the fish was turned onto its back and two lengthwise incisions were made from the belly to the back, midway between the centre and sides, leaving the back skin intact. These four long attached slabs could then be stretched out on thin crosswise skewers. Thus prepared, the salmon were then hung on outside racks which were angled toward the sun. After drying the salmon were

placed in bundles and stored in wooden boxes on overhead racks. In years when the weather was damp, fish were preserved first by drying and then by smoking them. All parts of the salmon were cut and dried on poles which were extended the length of the smoke-house. Smoke rose from fires on the ground, penetrated the fish and then sifted out a hole in the roof. Half-smoked salmon remained very soft and easily edible; if smoked fully, the salmon became hard. It was then cooked near the fire in bentwood boxes.<sup>11</sup>

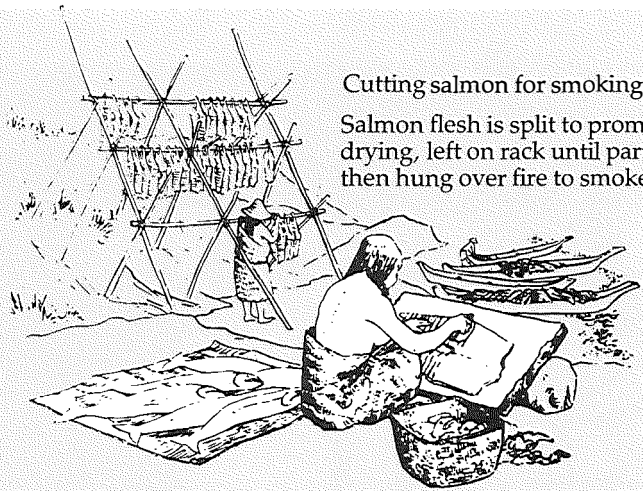
Although it is generally thought that no bands of the Coast Salish tribe had permanent settlements on the islands, the Musqueam have long had proprietary claim to the area. An informant of the band has confirmed that there were year-long dwellings on the islands, but they were scattered and may have been moved from year to year. Wilson Duff reports that there were villages near Steveston and on Sea Island. More common to the islands, however, were the temporary dwellings constructed to house the fishermen during the summer months of fishing and berrying. Woven cedar bark mats lashed to poles characterised the summer dwellings whereas the year long houses required the sturdier, weather-resistant construction of split logs.<sup>12</sup> The islands did not bear large coniferous trees for homes but, across the river, the land abounded in tall cedars which were felled and floated across the water.

7.



Net gauge

Gauge for netting for spring salmon — maple wood. 11.4x9 cm.



Cutting salmon for smoking

Salmon flesh is split to promote faster drying, left on rack until partially dry, then hung over fire to smoke.

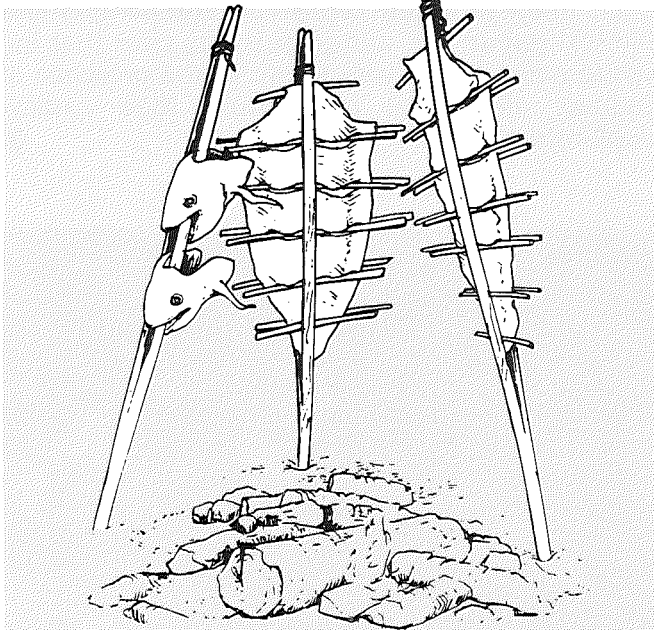


Netting needle



8. Native women and children in a dugout canoe on the Fraser River.

#### 9. Roasting salmon



Fish is held firmly in roasting tongs. Sharpened end is stuck into ground, leaning toward fire. When cooked on one side it is turned around. Various methods are used to hold fish open.

Another "formidable undertaking" required of fishermen was the construction of canoes. A student of Indian canoe technology, Bill Durham writes:

*"The Salish type was distinguished by a gracefully curved, yet low and unassuming sheer, and indented bow profile, often almost vertical at the waterline, convexly curved stern terminating in a point or a small truncation, a well formed hull with sharp V-sections near the ends, and a gunwale band which was different in section from the flared gunwales of all deepwater canoes. The prow was often deeply notched just below the band. The bottom was flattened and pole thwarts were usual."*<sup>13</sup>

Logs chosen to be shaped into canoes were adzed outside and inside to create the general form. The inside was then treated by fire which charred the wood slightly, making it easier to cut. Thickness of the sides was determined by one of two methods: either by the carver using his hands to feel for unevenness in the wood or by boring holes through the sides, taking measurements and then closing the holes. To widen the canoes, cross-pieces were used to stretch the wood after it was




steamed. Then additional pieces were sewn with spruce root threads to the gunwales to maintain the shape. The stern and bow sections were then sewn to the gunwales. Canoes varied in size with the largest extending to fifty feet in length and six or seven feet in the beam. Such large vessels were required by tribesmen venturing from Vancouver Island and from as far away as the Queen Charlotte Islands.<sup>14</sup>

Meetings between tribesmen of the Coast Salish were not limited to the summer salmon run. The spring *Klanak*, the Salish equivalent of the potlatch, also drew tribesmen from up the river and across the Gulf of Georgia. *Klanaks* are described by George Woodcock as, "gatherings at which privileges would be displayed and life crisis ceremonies like namings and puberty rites would be carried on to the accompaniment of feasting, dancing, and, above all, a good deal of bombastic speechmaking." Attending these rituals were the 'real men' of a village who would invite the 'real men' of the other villages.<sup>15</sup> Costumed dancers wore cloth tunics covered with feathers and masks carved into the nose and ears of small animals with protruding eyes and tongue. Crowning the masks were sea-lion whiskers and feathers. Decorating the dancers' arms were rings of shells formed into animals. The costumes varied slightly for the spirit dance, including a headdress of human hair and long white feathers. Adorning knees and ankles were rattles made of deer hoofs. The spirit dancer also carried a carved and painted staff.<sup>16</sup> And the feasting would include elderberries, huckleberries, salmon berries, gooseberries, salal berries and crabapples which grew in abundance in most areas of the islands of the delta. Eaten raw, the berries were "soaked in water, broken up, kneaded until soft, covered with oil, and eaten with a spoon."<sup>17</sup>

Legends and community news were exchanged on these occasions which accounts for the

great similarities in the mythology of the river peoples. The subgroup of the Cowichan strain of the coast Salish which peopled the Fraser delta was called Halkomelem, meaning "those who speak the same language"<sup>18</sup> Of these bands the Kwantlen were the most powerful, they called themselves Siam, meaning royal, Kwantlen. Whattlekainum, sub-chief of the Kwantlen, claimed dominion over Lulu Island. And, although many tales are told of his prowess in war and wisdom in peace, it is said that upon an encounter with a lizard, Whattlekainum retreated from Lulu Island. It was Whattlekainum, however, who first encountered Simon Fraser and his crew on the river, 1808. One of his men, Staquist, recalled the first sighting of the white men,

*All the people were frightened. They called out and ran around. Some picked up their bows and spears. Others just stood still and looked . . . They were not like any of the people who lived on the river, or like those who came when the salmon ran thick in the summer. The faces of some were pale; others had big beards. They wore strange clothes. . . We looked at them closely, and saw that the eyes of some of them were blue like the sky, and others were gray like the clouds . . . Their faces were light in colour but were not painted. We touched their clothes. They were strange; not like blankets made from dog's hair or from skins or from cedar bark.*<sup>19</sup>

Once made, relations between the native peoples of the Fraser delta and the early European explorers and settlers were seldom hostile, though cautious. Indeed, contact with the Musqueam Indians of Point Grey was relatively infrequent until the establishment of permanent Hudson's Bay posts in the nineteenth century, at Fort Langley and New Westminster, although it was clear that the white newcomers were aware of the presence of Indians along the coast from their earliest explorations. 



10. Indian canoes

# European Discovery and Exploration: search for a passage

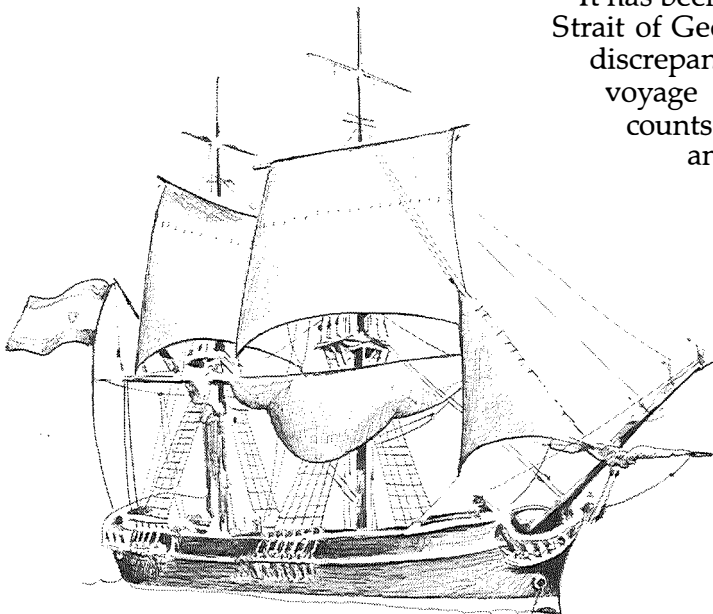
Exploration of the northwest coast of North America during the eighteenth century was commissioned for the establishment or expansion of trade and the maintenance of strategic command of the western hemisphere. Britain, Spain, Russia, and France sent expeditions to chart the coastline, describe the topography and vegetation, and make contact with the local peoples. Perez, Galiano, Valdez, Cook, and Vancouver, to name only the most successful, investigated claims of a northern sea in hopes of finding a link to the East, following reports and speculations of earlier explorers, including Sir Francis Drake, Juan de Fuca and Vitus Bering.

In 1579 Sir Francis Drake sailed round the tip of South America and up the western coast of Central America to the 48th parallel. It is suspected that he sailed "tantalizingly close" to the Strait of Georgia, although scholars dispute whether he actually sailed further north than the 43rd parallel.<sup>1</sup> Equally mysterious are the voyages of Juan de Fuca, a Greek pilot, which were recorded in 1596 by Michael Lok, an English merchant. Lok recounted that:

*he [de Fuca] followed his course in that Voyage West and North-west in the South Sea, all alongst the coast of Nova Spania and California and the Indies, now called North America . . . until he came to the latitude of fortie seven degrees, and that there finding that the Land trended North and North-east, with a broad Inlet of Sea, between 47 and 48 degrees Latitude: he entered thereinto, sailing therein more than twentie dayes, and found that Land still trending sometime North-west and North-east, and North, and also East and South-eastward, and very much broader sea than was at the said entrance. . .<sup>2</sup>*

It has been suggested that the "very much broader sea" was the Strait of Georgia (although the accounts of de Fuca bear many discrepancies). Indeed Henry R. Wagner has described de Fuca's voyage as "apocryphal".<sup>3</sup> Still these speculations and accounts served to stimulate interest in the northwest coast and to encourage further exploration.

It was not until the eighteenth century, however, that exploration of the coast was renewed. Preoccupations at home and in settled colonies and territories caused a decline for more than a century in the investigations of the northern waters and adjacent lands. Russia regenerated the interest and competition for the coast through her successful fur trading in Alaskan waters. Pursuing the discoveries of Bering, who had established the lack of a land connection between Asia and America, Russian fur traders plied the northern waters and islands bartering for fur, about which Margaret Ormsby writes, "Encouraged by the lack of official trade regulations, they continued their quiet op-



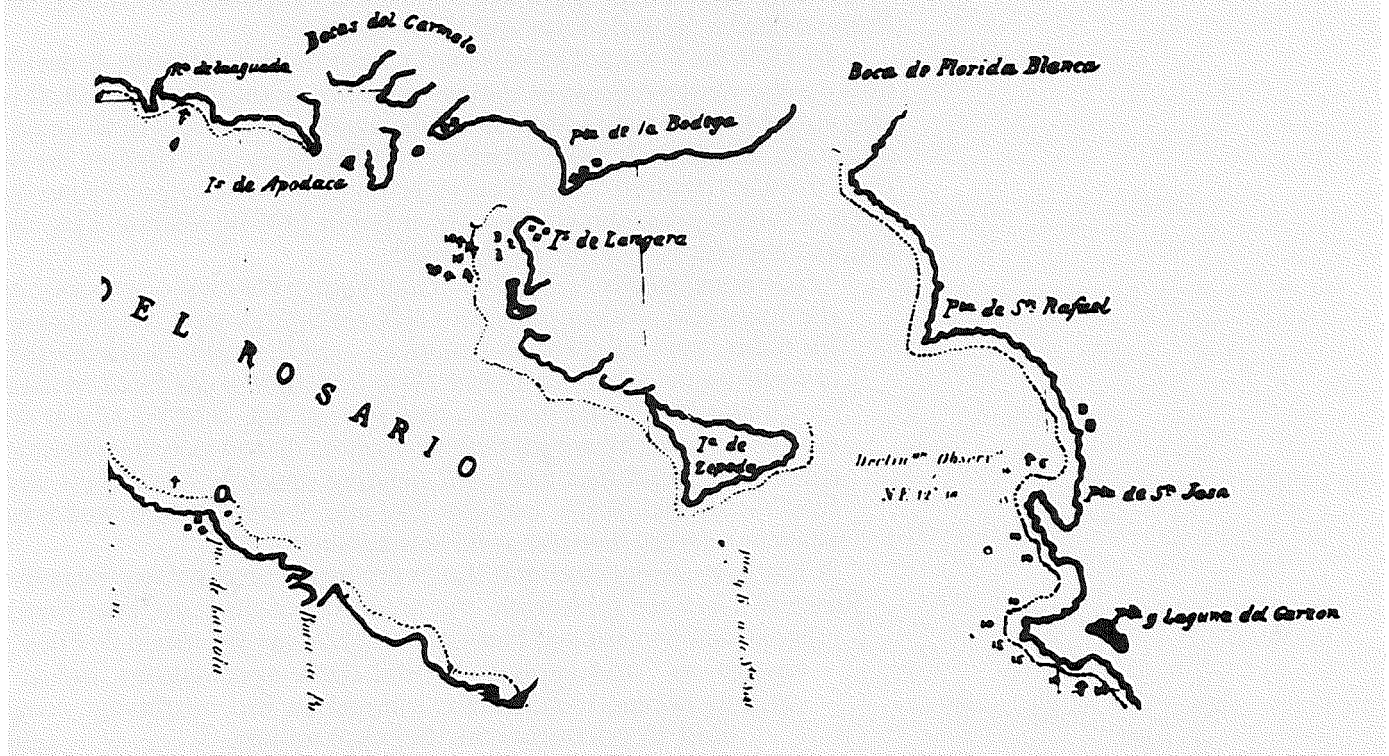
# Carta que comprehende

los interiores y veril de la Costa desde los 48° de Latitud N. hasta los 50° examinados escrupulosamente por el Teniente de Navio de la R<sup>a</sup> Armada D<sup>o</sup> Frun<sup>co</sup> Elisa, Comandante del Piquichol de S. M. S<sup>o</sup> (artas del porte 16 Cañones y Goleta S<sup>ta</sup> Saturnina (Alias la Orcañlas)

Y descubierto nuevamente el Gran Canal de Nuestra Señora del Rosario arregladas sus Longitudes al Meridiano de S<sup>o</sup> Blas y a la ultima observacion Astronomica hecha en este Puerto de la S<sup>ta</sup> Cruz de Nuca en este año de 1791 por el Cap<sup>o</sup> de Navio de la R<sup>a</sup> Armada D<sup>o</sup> Alexandro Valaspiña Comandante de las Corbetas de S. M. la Descubierta y Atrevida, hechas estas reconocimientos en este año de 1791

## Nota.

1<sup>a</sup> Que los parages donde se denota Ancla, indica ser buen tendero 2<sup>a</sup> Los quadros de Carmen que estan sobre el veril de la costa son Rancherias de Indias y las Derrotas del mismo color que tienen los Puertos, son las que se deben azarutar para tomarlos 3<sup>a</sup> En los Puertos que comprehende esta Carta se ha observado sucede el flujo maximo el dia de la Conjunction y Opacion a las 12<sup>as</sup> de la tarde



11. Chart of Fraser River delta from sightings by Don Francisco Elisa, 1791.

erations in the face of danger and risk, gradually drawing the Alaskan Islands, and then Alaska itself, into the Asian orbit".<sup>4</sup>

Although the Russians endeavoured to maintain control of the coastal fur trade, in 1774, Spain dispatched Juan Josef Hernandez Perez to assert Spanish interests in the area. Spain's interest was less commercial than it was strategic; only two maritime routes to the Pacific Ocean were open to her rival, Britain, through the Straits of Magellan or

round Cape Horn which Spain intended to secure and control. The route along the Cape of Good Hope was controlled by the Dutch East Indies Company although it was used by the British East India Company.<sup>5</sup> Speculation had long existed that Britain was searching for a route to connect Hudson's Bay with the Pacific Ocean which would threaten Spain's control of California, Central and South America. Spurred by the encroachment of both Britain and Russia, Spain prepared to reassert

her interest in the northwest coast. The 1774 expedition of Perez ventured as far north as San Lorenzo, near Nootka Sound.<sup>6</sup>

Perez was followed by Juan Francisco de la Bodega y Quadra who sailed as far north as Alaska. The two expeditions resulted in a sketchy outline of the coastline of Vancouver Island and the northern reaches of British Columbia and Alaska. However, neither Perez nor Quadra found the straits of Juan de Fuca's account and thus did not pursue further investigations or settlement<sup>7</sup>

Britain, too, continued her search for the northern sea or "La Mer de L'Ouest", which appeared on Admiralty charts drawn from French maps and the accounts of Juan de Fuca and Bartholomew de Fonte, who had written of a northern river at the 53rd parallel.<sup>8</sup> Britain sent Captain James Cook on three voyages to the Pacific, the

third of which brought him to the coast of Vancouver Island and the Queen Charlotte Islands. In April of 1778, Captain Cook landed at Nootka Sound, having passed by the Strait of Juan de Fuca by winds which had driven him out to sea from Cape Flattery. In addition to the topography and vegetation, Cook and his crew observed the peoples of the coast, and gained new information on the fur trade at Prince William Sound. However, as significant as the expedition's discoveries were, Cook still failed to find the northern sea passage.<sup>9</sup>

With the conclusion of Cook's expedition, Europe realized the commercial potential of the waters of the north west coast. Numerous voyages of exploration ensued, led by James Hanna, La Perouse, Charles William Barkley, John Meares and Captains Portlock and Dixon, among others.<sup>10</sup>

12. Vancouver's Chart, 1792.



Most skirted the Straits of Juan de Fuca and Georgia which would have led the explorers to the Fraser River and thus it was not until 1791 that the Fraser delta was sighted and recorded. In the thirteen years between Captain Cook's voyage and the discovery of the Fraser delta, the relationship between Britain and Spain had shifted. It had long been apparent that these two nations were to be the contenders for control of the north west coast; Russia had retreated to her Alaskan lands and France, having lost control of Canada to Britain, shifted her attentions to the European front. The rivalry for control of the fur trade and the coastal lands peaked in 1789 with the Nootka Incident, both Britain and Spain claiming possession of Nootka Sound and adjacent lands.

Spain argued for possession on the grounds of "traditional right and exploration, of exclusive sovereignty, navigation and commerce in the Pacific Ocean", although no Spanish ships or Spaniards had landed at Nootka since the 1774 expedition of Perez.<sup>11</sup> In 1788, Esteban José Martínez was instructed to build a military post at Nootka Sound as the foundation for a northern colony to protect Spanish territory against foreign intruders. Britain resisted the attempt by the Spanish to reassert their interest on the principle that possession must be based on continuous occupation and use. The crisis threatened to turn into war but ended in an agreement which provided, among other things, that Spain would hold dominion over lands secured by treaties and immemorial possession and Britain would be granted complete freedom of commerce in the Pacific Ocean. During the years of negotiations, Spain held control over the area, and it was from her outpost at Nootka that the Governor dispatched expeditions in search of the Strait of Juan de Fuca.

In 1790 Don Francisco Elisa, Governor at Nootka Sound, sent Manuel Quimper to examine the Strait of Juan de Fuca, following the assurances of José Maria Narvaez (who had sailed to the area on the *Santa Gertrudis la Magna* formerly the *North West America* in 1789) that the strait was twenty-one miles wide and the entrance was located in 48°30' of latitude and 19°28' of longitude west of San Blas. Quimper did not find the Strait of Juan de Fuca but further explorations were planned.<sup>12</sup> In May of the following year Elisa and Narvaez set sail aboard the *San Carlos* and the *Santa Saturnina* to explore the channels which they had learned existed on either side of the San Juan archipelago.

The *Santa Saturnina* which Narvaez commanded was a small vessel, being thirty-seven feet long, with a thirteen-foot beam, and a draft of five and one-half feet. Its crew numbered fifteen to twenty men. Beyond that information and the fact that the ship carried a long boat with sail and oars for navigating shallow waters over a short dis-

tance, little else is known about the ship and its crew.<sup>13</sup>

Narvaez did not leave a logbook or journal of his observations, but it is supposed that the journals of other crew members contain many of Narvaez' sightings and speculations. However one chart based on his observations remains rightfully described as the "map of a reconnaissance, not a survey", but from which the following landmarks can be discerned: Bocas de Carmelo (Howe Sound); Punta y Laguna de Garzon (Lake Terrell in Washington state); Isla de Zepeda (Point Roberts) and Islas de Langara (Point Grey, Lulu Island and including Spanish Banks).<sup>14</sup> And, even more startling was the discovery reported by Elisa:

*On the shores they saw some rivers of sweet water and between the Bocas de Carmelo and the Punta de la Bodega they thought there must be some very copious river, because the schooner being anchored two miles out they collected and drank sweet water.*<sup>15</sup>

It was similarly reported by Juan Pantajes y Arriaga, another crew member:

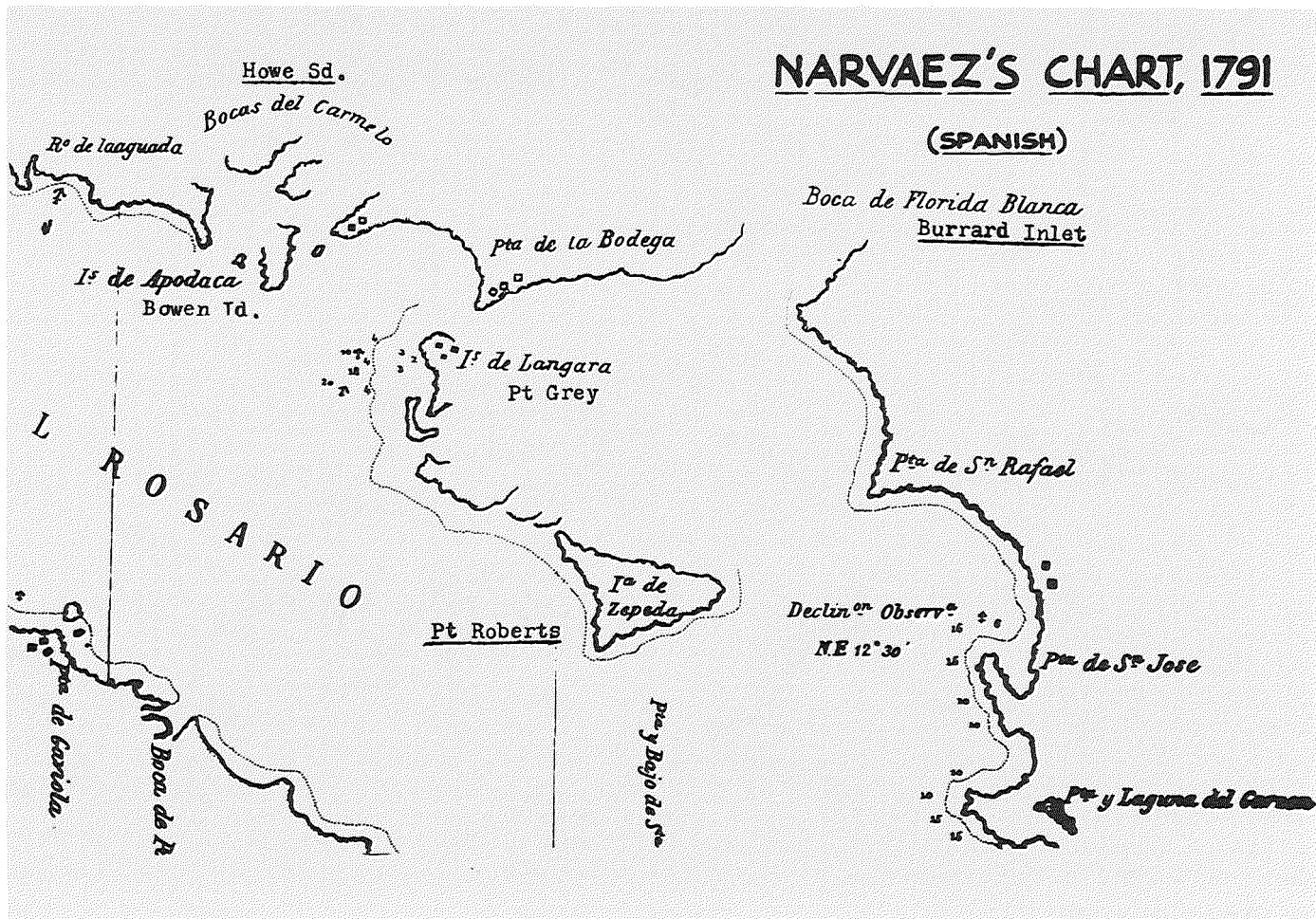
*It is believed that on the north side there must be some very copious river, as close to the Isla de Zepeda, and for a distance of two leagues, they sailed through a line of white water more sweet than salt.*<sup>16</sup>

The river of "sweet water" was the Fraser River.

To understand Narvaez' chart requires more than a quick glance. Although the outline of the delta is not wholly inaccurate, none of the islands which today form Richmond are shown. There have been several suggestions by longtime residents of the area and scholars, some of whom have only examined the chart and present day maps, but it was Major J.S. Matthews, the former city archivist of Vancouver, who compiled all the possible reasons and postulated the most plausible cause for omission of Lulu and Sea Islands.

Narvaez set out from Port Discovery on July 1, towards the islands of the Gulf of Georgia. He set anchor at Semiahmoo Bay, from which he ventured by land to Lake Terrell (Punta y Laguna del Garzon), where he made contact with Indian peoples. It is assumed he landed there to replenish the ship's stock of deer and elk meat.<sup>17</sup> Major Matthews suggests that the Indians guided Narvaez on the next leg of his voyage, to Boundary Bay and around Point Roberts to Point Grey. Narvaez, he suggests, also reconnoitred the land to the north, "to discover something about the wide expanse of flat land before him, and if there actually was a large river, flowing down the great valley from the far distant mountains in the east, causing so much muddy water that the sea was less salt".<sup>18</sup>

Narvaez kept no record of soundings once his ship passed Crescent Beach (Punta de San Rafael).



13. Narvaez's Chart, 1791 - notations in English were made by J.S. Matthews of the Vancouver City Archives.

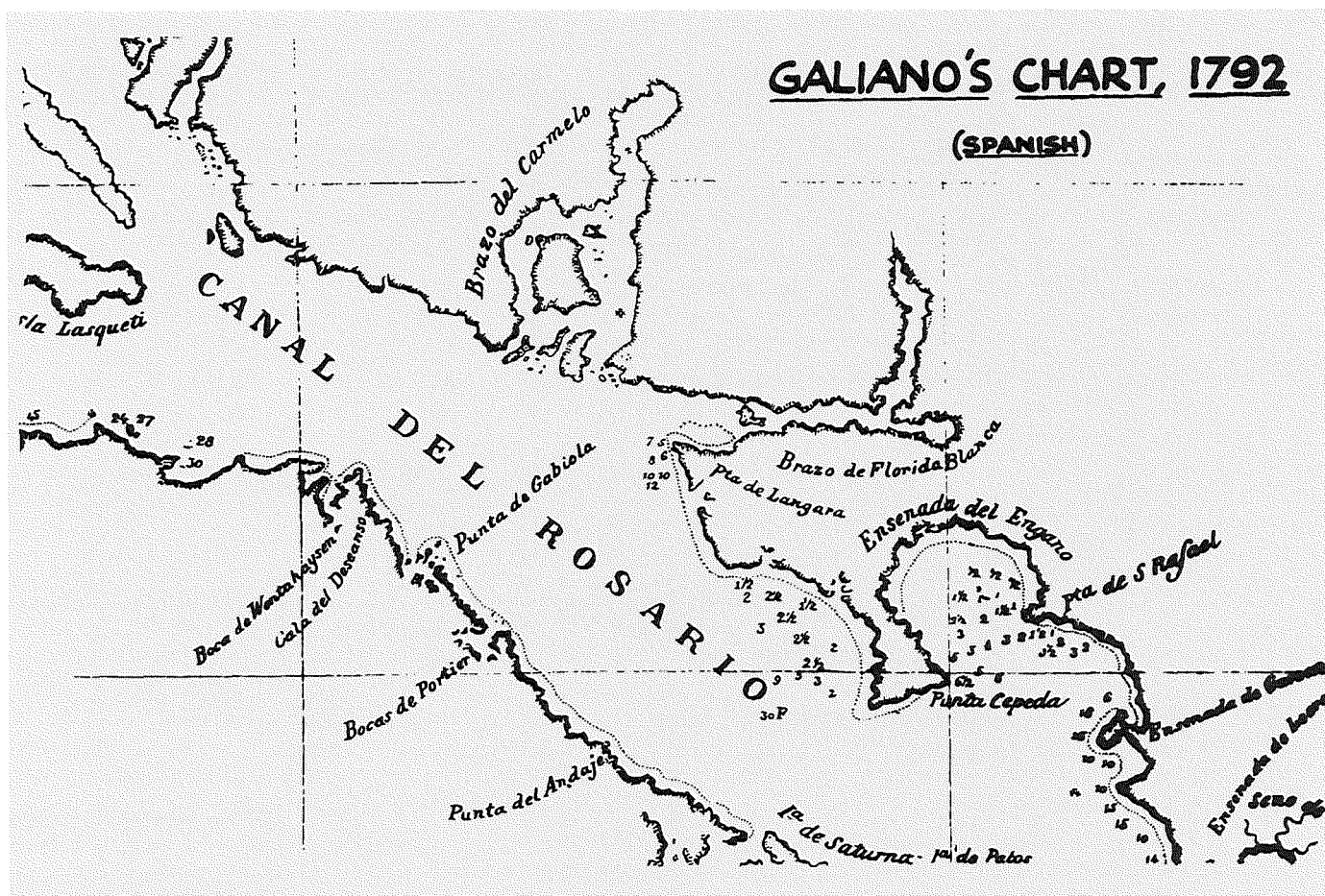
Using the long boat he followed the coastline, calculating the depth of the water by an oar or a pole. Narvaez returned to the *Santa Saturnina* when he discovered, sailing up the north arm to Annacis Island, the river divided into two arms, the site of what later became New Westminster rising on the north side, and Lulu Island damming the flow of the river to the west. Major Matthews supposed that Narvaez would likely have sailed during daylight hours, which would be from four in the morning to nine in the evening in July, giving him sufficient time to sail thirty miles from Point Roberts to arrive at Point Grey by evening. From Point Grey the entrance to the Fraser River is three miles, which at that time of day would be clearly visible. From the ship, Narvaez dropped anchor between four and twenty brazas of water, or from twenty to one hundred feet, according to his chart. Major Matthews calculated this to be, given a relatively small change over the past two centuries in the floor of the sea, approximately one quarter to half a mile off the cliffs of Point Grey.<sup>19</sup>

From this mooring Narvaez set out again in the longboat, up the middle arm of the Fraser, against the tide of floodwaters. His chart shows Iona and Sea Islands as one island, most likely

because the slough which separates them is very narrow and impossible to navigate. When flooded the division would be more difficult to detect. To the south is shown Lulu Island and entrances below and above Westham Island are also noted. After a day's paddling upstream around Sea Island, Narvaez returned to his ship. He had missed the main mouth of the river, the south arm.

When Narvaez ventured out the next day he headed around Point Grey toward English Bay. The water was yellow and murky, obviously not sea water. Reasoning that the small outlet he had investigated the previous day could not be the source of so much water, Narvaez concluded that the mouth of the river must be north of Point Grey, at the First Narrows. Narvaez had passed the entrance to the south arm of the Fraser River at what is now Steveston.

From this narrative of Narvaez' travels at the mouth of the Fraser River it may be concluded that the islands of Richmond were in flood in July of 1791. The tremendous flow of water and the shallow passages of water surrounding the islands prevented Narvaez from following the river to its mouth on the south arm. Rather he was persuaded that the mouth lay in the area of False Creek. It was



14. Galiano's chart, 1792.

the purpose of his voyage to locate a waterway to the interior of the continent and so Narvaez abandoned further exploration of the islands which lay at the actual mouth of the river, in pursuit of another entrance. So, although Narvaez may be credited with the earliest European documentation of Sea and Lulu Islands, neither he nor his men set foot on the flooded marshes.

Of Narvaez' and his commander Francisco Elisa's voyage, one historian has commented, "although historically one of the most obscure on account of the paucity of records [it] is easily one of the most important of the Spanish explorations on the far west coast".<sup>20</sup> And yet no landmark bears the name of the man who located the mouth of the Fraser. It is to the explorers of the following year that most of the recognition has gone. In that year both Britain and Spain sent expeditions into the Strait of Juan de Fuca. Spain wished to establish a boundary between British and Spanish territories and a port on the south side of the strait. To make such investigations were Dionisio Alcalá Galiano and Cayento Valdez.<sup>21</sup> Likewise, Britain commissioned Captain George Vancouver to chart the waterways and inlets of the coast in continued pursuit of a passage to the interior of the continent.

With information about Elisa's voyage, and

the Boca de Floridablanca (Burrard Inlet), the presumed mouth of the river to the interior, Valdez and Galiano set out from Nootka in June of 1792 aboard the *Sutil* and the *Mexicana*. To aid their investigation, Tetacus, a chief of the Nootka Indians, travelled with the Spaniards, providing information about the British ships in the area, including the *Discovery* and the *Chatham*, under the command of Captain George Vancouver and Lieutenant William Robert Broughton. As the Spanish rounded Point Roberts (Isla de Zepeda), which they had determined was a peninsula, they encountered Lieutenant Broughton with whom they exchanged information about the waters and coastline they were all surveying. Valdez and Galiano then headed out to sea. As they passed by the western edges of Lulu and Sea Islands and Point Grey it was recorded:

. . . At five in the afternoon we noticed by the bow a line where the colour of the water was changing — the water from the land being very disturbed. We enter in without finding the bottom at twenty fathoms; as soon as we had gone some half mile, we saw that the current was separating us from the coast with great rapidity, taking us to the "W" [est], and to the middle of the canal. We had recourse to the oars, trying to combat the current

with them; but the efforts of the sailors being without avail—they being very tired after the labour of the two previous days—it was decided to cross to the S[outh] coast in search of an anchorage to pass the night. We steered to cut at right angles the line of the turbid waters with the wind fair from the W[est], and as soon as we did that we went to the coast in which vicinity we arrived at nightfall, and we followed it until, sounding five consecutive times in five fathoms, sand, we dropped anchor.<sup>22</sup>

The Spaniards then headed towards Gabriola Island for a rest and refitting with water and supplies. Upon their return to Punta Langara (Point Grey) they met Captain Vancouver off the Islas de Langara (Spanish Banks). The meeting was recorded without fanfare:

*At seven in the morning a boat, that we had no doubt was from the English ships was seen to be steered towards the Sutil and came alongside, Mr. Vancouver, his Lieutenant Pujet (sic) and a midshipman coming on board. Mr. Vancouver said that he had been occupied the two previous days in exploring various canals, and exhibited the plans on which figured the canal of Floridablanca, the canals of Carmelo [Howe Sound] and those of Mazarredo [Jervis Inlet].<sup>23</sup>*

The Spaniards surveyed the Gulf of Georgia and then, threading their way through the Johnstone Straits, sailed on to Nootka Sound.

Captain Vancouver, who commanded the sloop *Discovery*, had been midshipman on Cook's voyages and was renowned as a meticulous cartographer. His orders were to follow the coastline's inlets "whether made by arms of the sea, or by the mouth of large rivers, as may be likely to lead to, or facilitate", access to the interior of the continent.<sup>24</sup> Vancouver took his responsibilities very seriously; he wrote in his journal:

*A part of this coast, prior to our visit, had been seen by different navigators, and the position of certain head land, capes, &c., given to the world. Several of these I have found myself under the necessity of placing in different latitudes and longitudes, as well as those seen by Captain Cook, as others laid down by the different visitors who have followed him. This, however, I have not presumed to do, not from a consciousness of superior abilities as an astronomer, or integrity as an historian; but from the conviction, that no one of my predecessors had the good fortune to meet so favorable an opportunity for the examination; under the happy circumstances of which I have been induced to assign, to the several conspicuous head lands, points, &c. the positions ascertained by the result of our several observations.<sup>25</sup>*

Outfitted with the best equipment for geographic measurement and staffed by experienced officers, the *Discovery*, under the command of Captain Vancouver seemed the most likely of all expeditions to

succeed in charting the coast and locating the elusive passage to the interior.<sup>26</sup> However, in abiding so faithfully by his commission, Vancouver may have forfeited the greatest discovery of all, the mouths of the Columbia and Fraser Rivers. His orders specified that he was not "to pursue any inlet or river further than it shall appear to be navigable by vessels of such burthen as might safely navigate the Pacific Ocean".<sup>27</sup>

Vancouver sailed through the Puget Sound charting the San Juan Islands and the Gulf of Georgia, arriving on June 12, 1792, at latitude 48°57' longitude 237°20' which he named Point Roberts for his "esteemed friend and predecessor in the *Discovery*," and headed toward Point Grey, named "in compliment to my friend Captain George Grey of the navy". His journal records:

*The intermediate space is occupied by very low land, apparently a swampy flat, that retires several miles, before the country rises to meet the rugged snowy mountains, which we found still continuing in a direction nearly along the coast. This low flat being very much inundated, and extending behind Point Roberts, to join the low land in the bay to the eastward of that point; gives its high land, when seen at a distance, the appearance of an island: this, however, is not the case, notwithstanding there are two openings between this point and Point Grey. These can only be navigable for canoes, as the shoal continues along the coast to the distance of seven or eight miles from the shore, on which were lodged, and especially before these openings, logs of wood, and stumps of trees innumerable.<sup>28</sup>*

Archibald Menzies records the same approach in his journal:

*After going round Cape Roberts they soon had a clear and uninterrupted view of the great North West Arm, the Northern shore of which took Westerly direction for about 4 miles and then they met with an extensive shoal lying along shore the outer edge of which they pursued for about 15 miles in a North West direction and found it much indented with small Spits; its greatest extent from the Shore was about 3 leagues and the land behind was low and woody; in two places they saw the appearance of large Rivers or Inlets but could not approach them even in the Boats.<sup>29</sup>*

Thus Captain Vancouver bypassed the mouth of the Fraser, sailing off towards Burrard Inlet, Howe Sound and Jervis Inlet. Erna Gunther comments, "It seems that Vancouver as a sailor of the open seas, did not have much feeling for great rivers",<sup>30</sup> but another observer granted Vancouver:

*In all fairness it must be admitted that to approach closely the mouths to the Fraser River, in a yawl and launch, would be a difficult task. Even from Point Grey it would be impossible to detect accurately the existence of a great river. Captain Van-*



*couver thought that the two openings were navigable only for canoes because of the shoal. He did not interpret the river signs such as "stumps of trees" and he did not taste the water to see if it was fresh.*<sup>31</sup>

Captain Vancouver did, however, stop to purchase several sturgeon from the Indians at Point Grey which gave the bank of Lulu Island's western shore its name, Sturgeon Bank. It was upon his return to Point Grey where he had anchored the *Discovery*, that Vancouver encountered the Spanish ships of Galiano and Valdez.

Vancouver's account of the meeting was solicitous although he confessed he "experienced no small degree of mortification that the Spaniards had already charted much of the area".<sup>32</sup> However, he also noted the sad state of the Spanish vessels and the failure of their cartographers to trace the small inlets of the Strait of Georgia. After trading information about the area the commanders, Vancouver, Galiano and Valdez agreed to make further northern explorations together. Sailing through Malaspina Channel the ships then parted company; the Spaniards returned to the coastline of the mainland and the British manoeuvred through Discovery Passage and Johnstone Strait, toward Queen Charlotte Sound.<sup>33</sup> It would be thirty-five years before any European explorers again ventured so near the islands of the Fraser delta.

The explorations of Narvaez, Galiano, Valdez and George Vancouver were all commissioned for the purpose of locating a waterway to link the eastern ocean with the Pacific. Neither the British nor the Spanish were successful but the competition had resulted in Britain gaining control of the area. It was not Britain's intent to colonize the area but to establish forts to defend her territory and to expand the fur trade.<sup>34</sup> However, coincident with the transfer of rights between the Spanish and British was the introduction of American ships to the area, also investigating the fur trade. With the creation of the new American republic Britain faced a new rival on the coast, although the extent of American interests and power was unknown. Still the potential threat was sufficient to cause Britain to establish and fortify coastal outposts.

As seamen plied coastal waters, explorers in search of the Pacific ventured across the prairies from the eastern settlements. The trip was not easy; "beyond the Continental divide they found that rivers formed a maze of waterways difficult to untangle. Swiftly-moving mountain streams, sun-drenched parklands and fertile lowlands, but seldom did they flow directly westward and nowhere could the traders discover a long, wide river suitable for navigation throughout its length."<sup>35</sup> Thus while in 1808 Simon Fraser linked the interior lands to the sea, the islands of the Fraser river delta lay unnoticed, because the river's navigable entrance gave way only one hundred miles away to

treacherous rapids and narrow passes. No outpost was constructed at the river's mouth.

Much exploration was conducted by the Hudson's Bay Company and its rival, the North West Company, as well as by Americans. By 1845 forts of New Caledonia, as Britain had named the land between the Rockies and the Pacific, stretched from the mouth of the Columbia to Vancouver Island and northward to Fort St. John and Fort Nelson. The Governor of New Caledonia, George Simpson, resolved that a major port should be built at the mouth of the Fraser, despite the new fort at Bellevue Point on the Columbia which was constructed in 1825. The Governor reasoned "Frazers (sic) River appears to be formed by nature as the grand communication with all our Establishments on this side of the mountain".<sup>36</sup> Simpson hoped also to usurp the maritime trade of the Americans. But even the Governor was unsure whether the venture would be successful. He wrote to one of his colleagues:

*"And in regard to its [Fraser's River] situation we know from Indian report that it falls into the Strait or Sound that divides Vancouver's Island from the Mainland near or about Burrard's Canal or 49 to 50° North Latitude. In order however to remove all doubts I despatched Chief Trader McMillan with a party of about Forty (who would otherwise have been laying idle here all winter) a few days after my arrival at this place, altho the Season was extremely unfavorable for such an enterprise and I entertain sanguine hopes that he will accomplish the object of his mission with credit to himself and to the satisfaction of all concerned by bringing a favorable report on the various points on which we require information and which is an essential to carrying the present plan into effect. Taking such for granted, I would establish the principal Depot at the mouth of Frasers River from whence a Vessel for China would sail annually with the returns, where the Coasting craft would receive their outfits and deliver their returns and from whence all the posts of New Caledonia, Spokane, Nez Perces, Flat Head and Coutonais also Fort George if we are allowed to occupy a Post on the Columbia. . . "*<sup>37</sup>

In July 1827, at Governor Simpson's instructions, Chief Trader James McMillan set sail for the mouth of the Fraser from Whidbey Island to select a site for the erection of a Hudson's Bay Company fort, safely removed from the Americans. Aboard the "staunchly built" *Cadboro* were three clerks, François Annance, Donald Manson and George Barnston, who had been members of an earlier McMillan expedition into the upper northwest and Fraser River area. After three days at sea the *Cadboro*, which "saw buried every human body brought by her from England, save one", reached the mouth of the Fraser where she rested for the ensuing nine days looking for a channel through

the sandheads.<sup>38</sup> Hubert H. Bancroft, a noted nineteenth century historian of the West, describes the ship's passage:

*Sunday, the 15th, an effort to get the schooner round Point Roberts into the Fraser River failed, the tide being against them. Though the wind was unfavourable, next morning they managed with the flood tide to work out into the gulf, and at change of tide cast anchor near Sturgeon shoal. Another attempt in the afternoon, and yet another next morning, to beat up to the entrance of the channel failed, and again anchor was cast on the edge of the south Sturgeon shoal. Twice that day Simpson and Annance in a small boat in vain sought a channel. On the 18th Sinclair, first mate, was sent to sound, and returning reported a good channel, the lowest depth in any place being two fathoms.*

*They stood across the mouth of the channel next morning, and came to anchor on the edge of the north shoal. During the night the vessel was found to be drifting; the cable was let out to its full length, eighty fathoms or more, and the ship was with difficulty checked. The various attempts of the 20th failed. Making across to the southward next morning until she had her bearings, the ship then stood*

*in for the entrance, and after grounding on the shoal without damage, a light breeze from the north-east carried her a mile within the river, and at three o'clock she came to anchor close to the black wooded bluff on the north side.*

*Captain Simpson called the north point of the entrance Point Garvy (sic); and there at noon on Sunday the 22nd an inaccurate observation was made. Meanwhile Sinclair, who had been despatched up the river to sound, returned and reported deep water as far up as he had gone. During the absence of the sounding party the schooner had been put under weigh, had taken the wrong side of the river, ran into shoal water, and had been obliged to return to her anchorage and await their arrival. Next day all hands were put to work towing the vessel to the other side. In this way the channel was reached, and a breeze springing up from the south-west, sail was set, and a distance up the river of one mile was made.<sup>39</sup>*

Point Garvy was actually Garry Point, so named to honour Nicholas Garry, Deputy Governor of the Hudson's Bay Company.

The site selected for the British outpost, was Fort Langley. The two major islands of the delta

15. Nicholas Garry, Deputy Governor of the Hudson's Bay Company, depicted near company headquarters at Fort Selkirk, Manitoba.



remained unnamed, although two smaller islands further up north became known as Annance's or Annacis and Barnston Islands.

With the establishment of the Hudson's Bay outpost at Fort Langley, travel at the south of the Fraser River increased. The primacy of Fort Langley was shortlived however, for despite Governor Simpson's hopes, the Fraser River was only navigable at the mouth. Still, Fort Langley grew as a fur trading post and a market for the sale of salmon and agricultural products which were brought down from all over the Fraser Valley. Whether ships stopped at Lulu or Sea Islands enroute to Fort Langley is unknown. No physical evidence or landmarks remain to this day to indicate the exploring or surveying of any of Richmond's islands. However, by 1830, Lulu Island had been proposed as a fishing port and as a farming settlement. By that time reports had reached London which told of unsuccessful farming ventures at Fort Langley and of difficulties in the fisheries. In a letter to Governor Simpson on February 10, 1830, the commander of Fort Langley, Archie McDonald commented:

*from the 20th of August to the 13th of the next month we were fortunate enough to procure upwards of 15,000 salmon enough to make up more than 200 barrels, which in that very short space we contrived to do, into nearly that number of casks our own making, with means so imperfect, however, that I fear from the sample that remained with ourselves, the first cargo will not stand the test of a foreign market and trust by the next season, we shall be provided with a good Cooper, that will know something of fish curing . . .<sup>40</sup>*

The problems of the fledgling fisheries were many, including the time lost in shipping because ships had to wait at the entrance to the river for a wind and a fair tide to take them upstream.

However, despite its geographical and economic difficulties, Fort Langley was maintained. The advent of the steam engines eased river travel and barrel construction was improved by the use of white pine. Lulu Island would have to wait for several decades before its rise as a farming community and fisheries port. But why?

Why were there no investigations of the islands which stood as gatekeepers to the Fraser River, until 1858? Why did the islands stand unnamed, although by 1827 traffic up the river had become frequent, if not regular? To speculate on this, one must understand the purpose of coastal exploration. Primarily the pursuit of a westward passage to the east had attracted European nations to the unknown northern waters. Spain had established an extensive network of settlements from South America to California. The lands and adjacent waters to the north were a logical extension of

their western hemispheric realm of control. However Spain's interest in exploring and surveying the area was quite passive, that is, until it was perceived that other nations might have some interest, commercial, territorial, or strategic. Russian activity in the northern waters sounded the Spanish alarm. The Perez voyage of 1774 was instructed to make formal claims to the entire area. Still, settlement was neither favoured by the explorers nor promoted by the authorities at the Department of San Blas, Spain's New World headquarters. Within four years, Captain Cook of the Royal Navy had sailed to the coast in search of a northwest passage to Europe. And with the development of the fur trade, ports of entry were established along the western shore of Vancouver Island, at Nootka Sound, for trading with the Nootka Indians.

Nevertheless, none of the rival nations had plans for permanent settlement on the coastal islands or mainland. To the turn of the nineteenth century their interests were strategic and commercial, and, in the case of Britain and Spain, their empires built on this basis, were extensive. However, European power was in a state of flux: France was in a state of revolution which Britain feared would cross the Channel as Narvaez and Captain Vancouver sailed near the islands of Richmond. In the last decade of the eighteenth century Spain had begun a decline in world power and the American states so recently united were only just beginning to explore the western reaches of their land. Thus were the attentions of European explorers drawn from the rugged, densely forested and damp northwest coast.

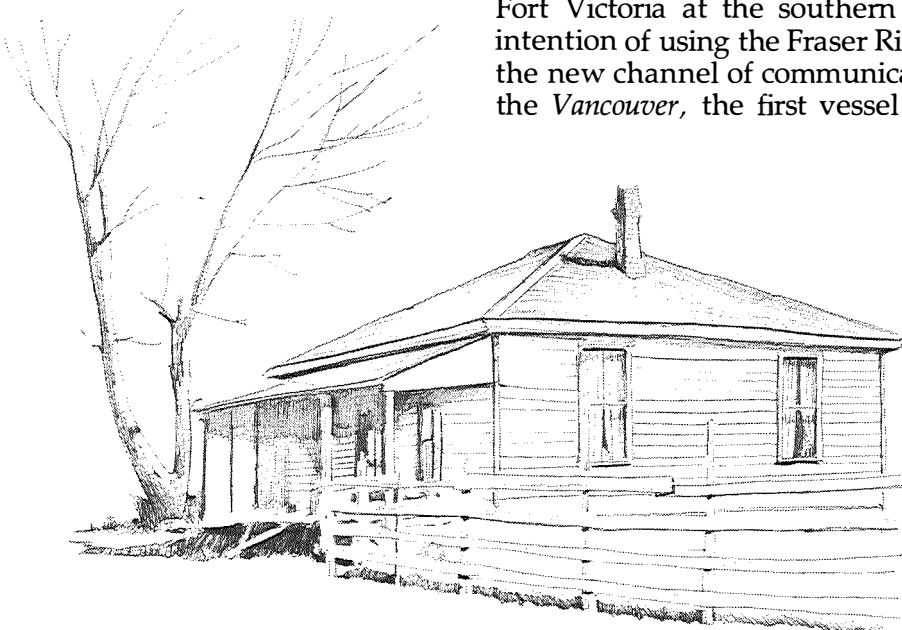
The abandonment of northwest claims was never complete, however. In 1793 Alexander Mackenzie forged a path through the Rockies to the Pacific Ocean, linking the west to the rest of the continent by land. His journal was published in 1801. Seven years later Simon Fraser navigated the long, often treacherous waterway to the forty-ninth parallel where he realized, to his disappointment, that he had not found the Columbia River nor reached the Pacific Ocean. The river he sought emptied into the Pacific at latitude 46°. To a later observer, "While the exploration of the adjoining colony Vancouver Island was accomplished by navigators approaching it from the west, British Columbia was originally entered by civilized enterprise from the east."<sup>41</sup>

Settlement along the river and on Vancouver Island soon followed. The delta islands did not go unnoticed although unnamed and unsettled but the changes which the colony of British Columbia underwent from 1827 to the settlement of the delta islands had a profound effect on the timing and nature of that settlement. (4)

# Establishing a Foothold

In its first year of operation, Fort Langley boasted an income of 1,180 skins, 683 of that total being large beaver pelts and 228, small beaver. Two hundred and sixty-nine land otters had been acquired by barter.<sup>1</sup> Contact had been made with numerous Indian bands along the river, from the Musqueam to the Chilliwack, providing buyers of trade goods and sellers of fish and pelts. John Gibbard writes, "The Company [Hudson's Bay] also introduced many manufactured articles among them, especially blankets, but also clothing and textiles, metal wares, ammunition and trinkets. It provided them with gainful employment, trapping, fishing and berrypicking, packing, paddling, and carrying messages, working at the forts at a variety of jobs, and working on the Company's farm. It also taught them the rudiments of agriculture and introduced among them grains, potatoes and cattle."<sup>2</sup> Gradually the Fort became surrounded with agricultural plots and houses, and populated with new settlers from Britain and the United States. And it was not long before another colony developed across the Strait of Georgia, on Vancouver Island.

In 1821 the Northwest Company merged with the Hudson's Bay Company, concentrating fur trading operations in the Northwest. The Company and her Mother Country were now in full control of the Northwest through her network of forts and outposts which extended from Oregon northward. In order to ensure continued dominance more systematic exploration of the northern colony, and the establishment of permanent settlements in the area were encouraged. For these reasons, by 1845, the Hudson's Bay Company had shifted its centre of operations from Fort Vancouver on the Columbia River to Fort Victoria at the southern end of Vancouver Island, with the intention of using the Fraser River, instead of the Columbia River, as the new channel of communication to the interior. In the same year the *Vancouver*, the first vessel to sail directly from England to the



Northwest coast, arrived in Victoria Harbour, heralding the growth of that city and the development of the colony in general. By 1849 the controversy over the colony's boundary with the United States was settled by establishing it at the 49th parallel.

The next years were given to the exploration and surveying of interior lands, from Fort Langley to Fort Kamloops. However, in 1849, activity to the south drew many men from their posts in British Columbia — the gold rush — which one observer described, as follows:

*It is almost impossible to realize to the mind the intense excitement which at times prevailed. Gold appeared to be almost, as it were, a drug on the market, and more than one of the French-Canadian servants who left Vancouver under the circumstances mentioned, returned the following spring with accumulations varying from \$30,000 to \$40,000. It is needless however, to add that the large amounts of treasure thus collected with so much facility, united with habits of extravagance which the unexpected possession of wealth engendered, speedily disappeared. The men who had thus dissipated their possessions, sanguine of their capacity to replace them with equal facility as before, returned to California only to find that the field of their operations was fully occupied by others, who in the meantime had flocked in, and that their chance was gone.<sup>3</sup>*

Even before the California gold rush the problems of colonization in British Columbia had become apparent. In 1847 the Governor of the Hudson's Bay Company in London, Sir J.H. Pelly, had proposed to the British government that the company be made responsible for the governing and settlement of all British territories in North America, but within a year he was forced to retreat from his proposal. In 1849 the Hudson's Bay Company was granted Vancouver Island, a modest accession but one which still bore problems for settlement.

To the south land sold for \$1.00 per acre, while land on Vancouver Island was fixed at the price of £1 per acre, and for every one hundred acres purchased the owner was committed to bringing from England, at his own expense, three families or six single persons. The gulf between land prices and settlement policies left many with little choice but to emigrate to the United States. To aggravate the situation, monies accruing from the sale of land were deposited into a trust fund in England leaving no cash in the colony for its administration.<sup>4</sup> The Hudson's Bay Company was then faced with the abandonment of its western outpost or a reconsideration of its colonization scheme.

Preliminary to the preparation of a new settlement scheme, action was undertaken to complete a survey of the colony. To assist in the work, the British government dispatched to New Westmins-

*Scale of Fees*  
*Regulated by the Surveyors under the direction of the Hon. Secretary of the Province of British Columbia, 1861.*

*For surveying one lot or section of country land containing 50 acres, or any less quantity, the sworn surveyor may charge the sum of one dollar per acre.*

*For surveying one lot or section of country land containing more than 50 acres the sworn surveyor may charge the sum of 7/- per acre for 50 acres, and 4/- per acre for each additional acre that the lot or section may contain: thus the sum to be paid for 100 acres is £4.4/-*

*For this payment the sworn surveyor will survey the land carefully with a chain of 66 feet in length divided into 110 links and with some instrument proper for taking angular measurements. He is to insert firmly in the ground a post at every angle of the boundary of the lot or section, such post to stand 4 feet above the ground and to be squared at the top to a side of not less than 4 inches, and the trees to be blazed in a circle round it.*

*The Surveyor is also to prepare without any additional charge two plans of the lot or section drawn to a scale of 12 inches to 1 statute mile when the land does not exceed 1 square mile in area, and 6 inches to the mile if of larger*

16. Excerpt from scale of fees for sworn surveyors.

ter the Corps of Royal Engineers under the command of Colonel Richard Clement Moody. Sixteen engineers were given survey duties, nine of whom were divided into two groups to survey suburban and rural lands near New Westminster, five worked in an office registering land, taking meteorological observations, plotting, drawing and "felling trees for the office fires", and two were sent to Hope.<sup>5</sup> With so few men and such a lot of territory, much of it rugged and untravelled, the task of surveying the colony seemed impossible. Civilian assistance was not utilized regularly although for certain jobs it was enlisted. And to delay progress further the engineers were frequently interrupted to perform camp duties and much of their time and talent was expended attending to minor details. Still, time was of the essence because the Imperial Government had agreed to maintain the force in the colony for only a

limited period after which support would be given for their military duties only. The colony was certainly in no position to assume financial responsibility for the Corps; as Judge Matthew Begbie reported to Governor James Douglas, "the pecuniary resources for establishing any land system, organizing and paying a proper staff, creating roads, or paying a contractor for surveying and roadmaking may be said to be at present nil."<sup>6</sup>

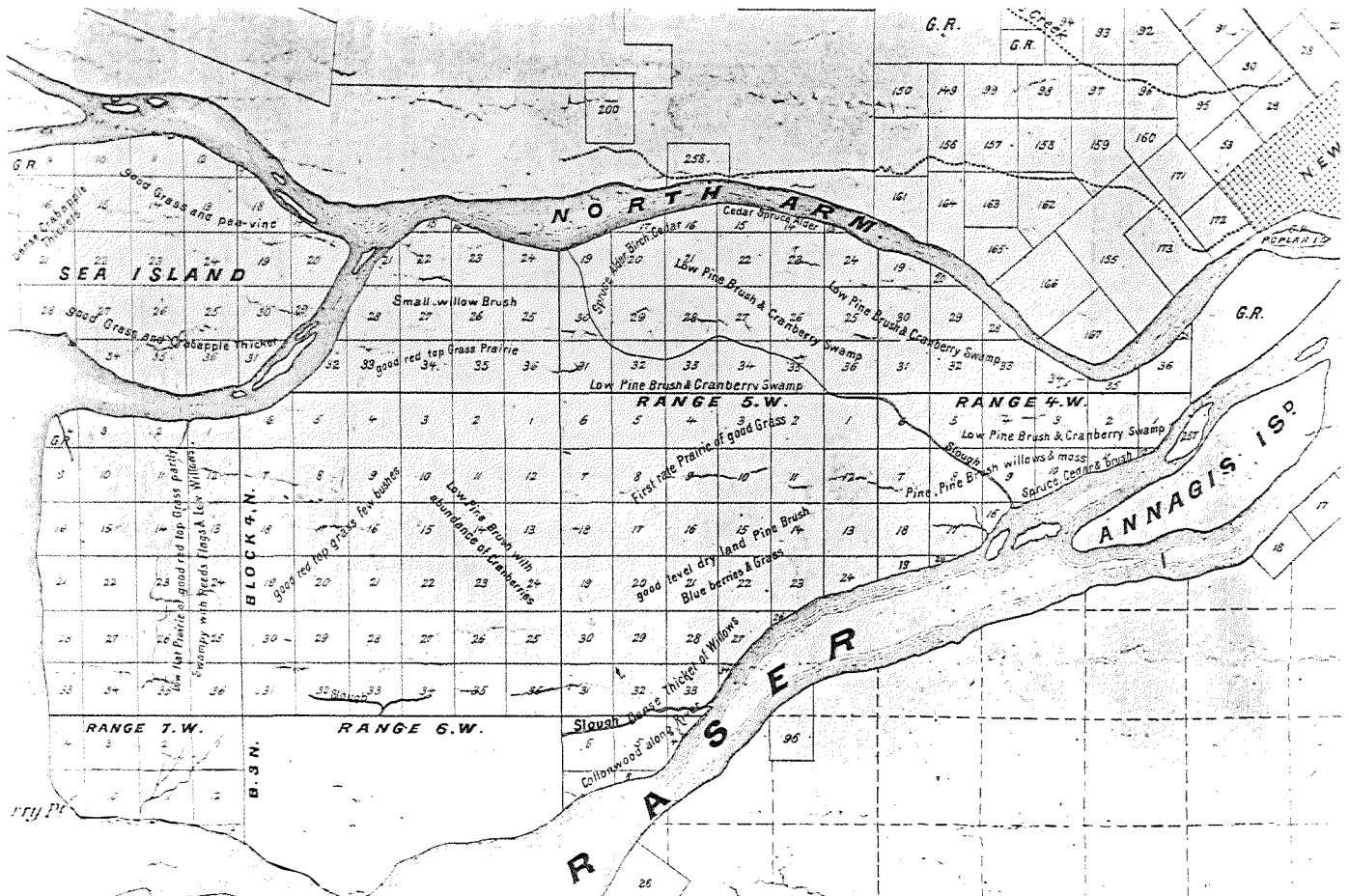
The Royal Engineers were, despite many problems both fiscal and physical, successful in surveying New Westminster district in 1859. Heading the survey was Joseph William Trutch (later knighted) who had arrived in Victoria on the 26th of May. Assisting him was his brother, John. By July, Trutch had secured a contract with Governor Douglas (for \$10,000) to survey land commencing at the International Boundary Line, the 49th parallel, at its intersection with Semiahmoo Bay to the first standard parallel (or correction line), running east to west, twelve miles north of the boundary. The land was to be divided into 160 acre allotments by the block and range system, each block being three miles square and divided into thirty-six sections of forty chains, which is a half-mile square. This is equivalent to the quarter section in the U.S. Land Survey upon which the survey

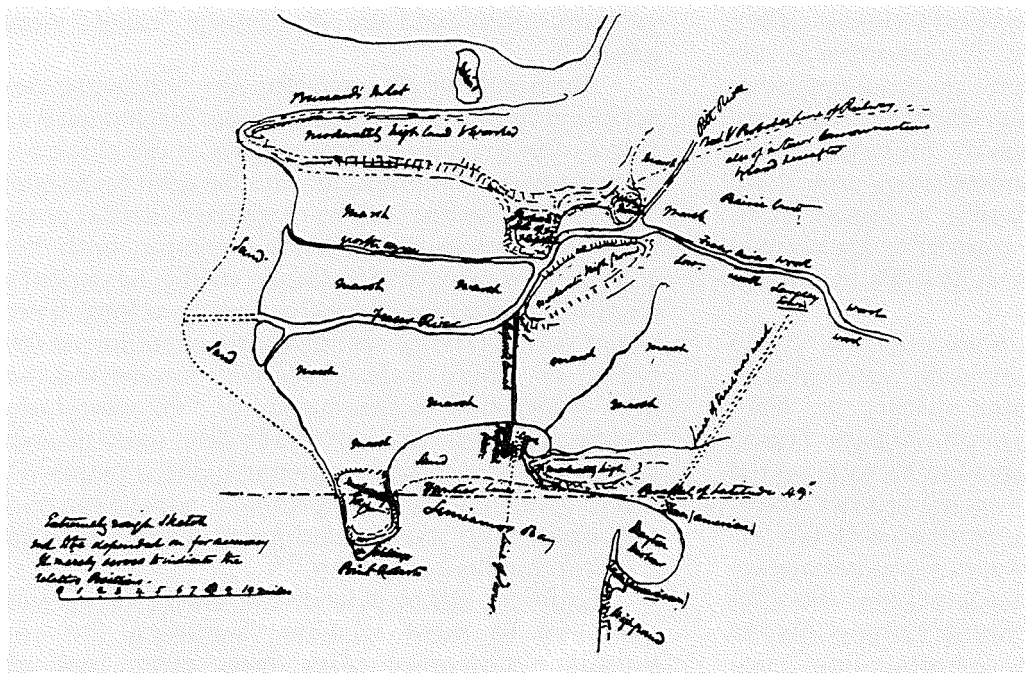
systems employed in the Fraser Valley were based.<sup>7</sup>

Margaret North provides the following description of a surveyor's notebook: "Each page was titled with the proper designation of the block being surveyed. The number and location (example: NW corner) of the section of quarter section posts were entered in the left-hand column with the compass bearing and distance to the next post's location. Distances along the surveyed lines were noted where changes occurred in vegetation or soil types, or where a slough or trail intersected the line."<sup>8</sup> Included in this survey of 1859 were Lulu and Sea Islands. Colonel Moody described the area to Governor Douglas in a dispatch dated March 17, 1859, "the woods are magnificent, superb beyond description but most vexatious to a surveyor and the first dwellers in a town."<sup>9</sup>

Land on either side of the Fraser River was attractive to most viewers, including the enthusiastic Governor who once wrote that he wished, "those gorgeous forests might soon be swept away by the efforts of human industry and give place to cultivated fields and other accessories of civilization."<sup>10</sup> However the Governor's optimism was premature. Shortly after completion of the survey Trutch published a map indicating the areas surveyed in 1859, but not everyone was as

17. Early map of a portion of the New Westminster District showing vegetation and legal divisions.





18. A rough sketch of the Fraser River delta area made by Colonel Richard C. Moody in the 1860s.

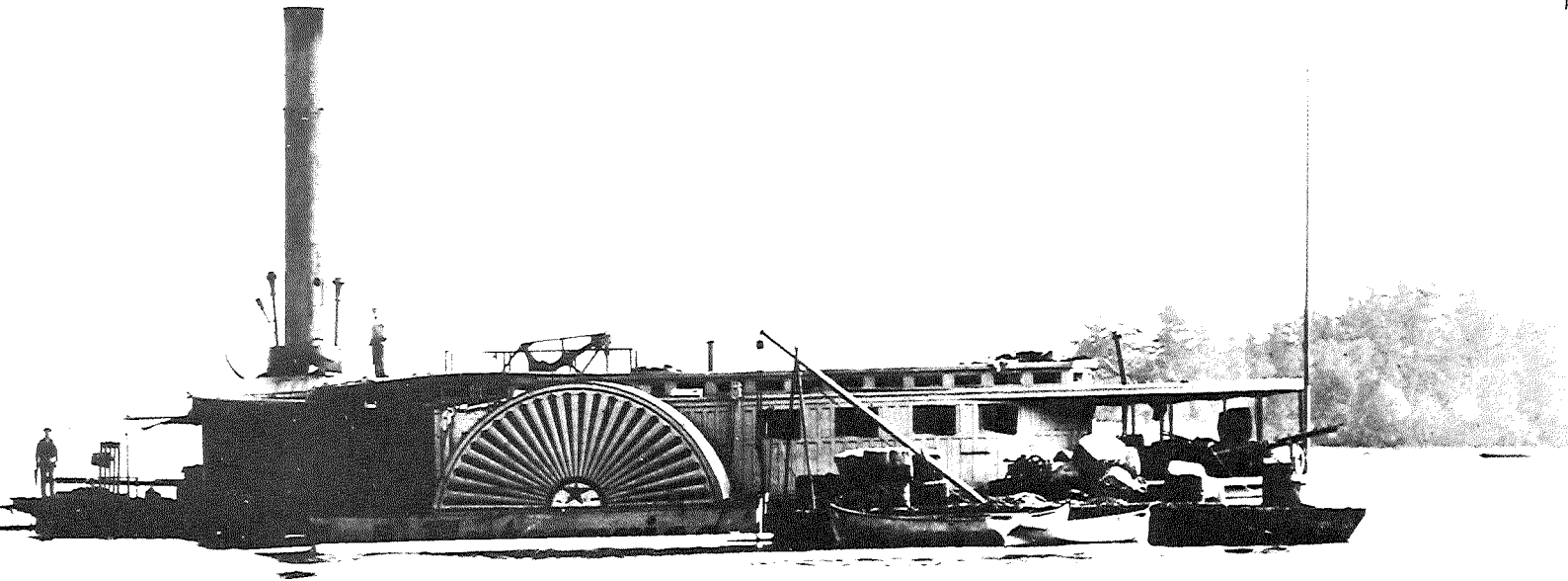
enthusiastic as Governor Douglas including a disgruntled resident of New Westminster who wrote to the *British Columbian* on May 9, 1861,

*The rural land survey is only to be found on paper, which is quite convenient for the land shark to consult, especially if allowed to examine the field-notes; but the actual settler wants to look over the lot of land before he purchases, which, under the present survey, is next to impossible, as there are no lines or monuments to be found, no lines of road laid out, no base line to be guided by, or cross roads which would lead the honest settler to find any number of lots he may desire. Altho' a large amount of money was paid out in '59 to Mr. Trutch for surveying the land on the opposite side of the river and the islands in this vicinity, I have spent much time in examining those sections which are said to have been surveyed by that gentleman, yet I have never come across a single line or monument to show that a survey had been made at all. The careless manner in which the Chief Commissioner of Lands treats this matter can best be shown by referring to his remarks at the late sale of those lands, when sold in the Courthouse, from the map, when he stated (and without a blush upon his countenance) that "he would not guarantee whether what he was then offering for sale should be land or water, or that it should contain 160 acres, or that such a spot could be found at all." What encouragement is there for any class of settlers to take up land and face these difficulties? Where is there any inducement given to the people to become actual settlers?"<sup>11</sup>*

Such criticism was not without basis in fact. Much of the data gathered by Trutch and his fellow surveyors remains, however much was also lost or

left unrecorded and Colonel Moody left no graphic display of the roadbuilding ventures of the Royal Engineers. Yet the advantages of settlement on the lower Fraser prevailed in the minds of many. Since the summer of 1858 paddlewheelers, replacing Indian dugouts and hastily made boats, had been navigating the waters of the Fraser, facilitating contact between British Columbia, Vancouver Island, and the United States. Previous to that, accounts of lost miners attempting to navigate the Fraser often contained tales of disaster. Two such stories related by historians G.P.V. and Helen Akrigg end with the following events, "one sloop containing twelve (miners) mistook the entrance to Burrard Inlet for the mouth of the Fraser, had their vessel looted, and were themselves massacred by the Indians . . . as the miners threaded their way through Active Pass and camped overnight at Miners Bay on Mayne Island, many had only the dimmest idea of where they would find the mouth of the Fraser".<sup>12</sup> Thus the inauguration of a paddlewheeler to travel the lower Fraser was an encouraging sign to the government of the colony. By the time of British Columbia's entry into Confederation in 1871 many boats, including the *Enterprise*, the *Eliza Anderson*, the *Reliance*, the *Colonel Moody*, the *Flying Dutchman*, the *Hope*, the *Henrietta*, the *Lillooet*, the *Onward*, and the *Yosemite*, were "well-known on the river," due partially to the charting and marking of a course up the South Arm through the sandheads for boats of a draft up to twenty feet in 1866 by Captain G.H. Richards.<sup>13</sup>

The several islands at the mouth of the river held another advantage for settlement. Though it is apparent that Governor Douglas, and many like



19. The Enterprise, a sidewheeler. This photo was taken after she had collided with the sternwheeler, R.P. Rithet in 1885.

him, were overwhelmed by the beauty of the lower Fraser, the immense forests which lined its shores would have to be cleared and the land levelled before there could be any settlement. Historian Angus Gunn has noted that New Westminster "with its steep slopes and thick forest cover, was seen as an ideal military position although its conditions of terrain and vegetation were far from suitable for agricultural settlement".<sup>14</sup> By contrast, the lowlands on the south arm of the river bore mostly grasses and deciduous trees which could easily be tamed or razed for construction of dwellings and the land prepared for plowing. Thus it was not long after the survey by Trutch that property on islands 1 and 2 (Lulu and Sea Islands) was purchased and settled.

Land on the islands was valued at ten shillings per acre which was prohibitive to most settlers who pressed for a reduction to 4s 2d. At the original price only four sections were sold, to two members of the Royal Engineers, Lieutenant George Cann and Corporal William McColl. On the south side of Lulu Island in the vicinity of what is now called Steveston, Robert Wilson, in 1860 or 1861, purchased land which hastened further surveying on the south arm of the Fraser (Wilson had earlier abandoned property which he had claimed on the south side of the south arm of the river).<sup>15</sup>

20. Correspondence with Colonial Office indicating total acreage and purchased acreage on Lulu and Sea Islands, 1865.

*London to Honble. Secy.  
New Westminster  
16<sup>th</sup> August 1865*

*Sir,  
I beg to forward the  
accompanying Plan which  
indicates the position of the  
Country Lands at the mouth  
of the Fraser River. The Islands  
marked No. 1. contain 27,106 acres  
of which 2182 acres have been  
sold and No. 2. contains 3842 acres  
of which 2140 acres are sold -*

*The land on the North & South  
sides of these Islands are  
unsurveyed. On the North side  
there are 5 or 6 concessions (some  
and the South side 2 or 3*

*The greater portion of these  
lands have been  
sold for  
by  
to  
the  
P.M.*



From the time of the first survey to the first settlement, Governor Douglas had instituted a new policy of land dispersal under the Pre-emption Act of 1860. The act was subsequently amended in 1861. It granted settlers a pre-emptive right to one hundred and sixty acres each with the proviso that they immediately occupy and improve the land as well as agree to pay the government not more than ten shillings an acre when the land was surveyed. The purpose of the act which permitted the postponing of surveys until roads had been properly constructed in the area, was to encourage farmers to settle on the fertile lands surrounding New Westminster and begin farming immediately to provide a new and much needed source of food for the Interior mining camps. For the first time in the history of the British Colonial Administration unsurveyed lands were thus made available to the public.<sup>16</sup>

Included in the New Westminster district and affected by these surveying and settlement policies were the islands of the Fraser River delta which form the municipality of Richmond. But Governor Douglas' plans were not met with total acceptance from settlers and land buyers. He had tried, so he thought, to facilitate settlement without encouraging speculation, but had instead received much criticism from settlers. One editorial described the scheme as "rotten to its very centre", and "it encourages the landshark and discourages the hardy pioneer."<sup>17</sup> Compounding this conflict, the two centres of population and commerce, Victoria and New Westminster, were both vying for pre-eminence as the premier coastal seaport and commercial centre. The Pre-emption Amendment Act of January 19, 1861 stated that any person wishing to pay for land so acquired could apply to the Chief Commissioner of Lands and Works to appoint a sworn surveyor. At the time British Columbia's sworn surveyors were Walter Moberly, Edgar Dewdney, John Cochrane and Joseph W. Trutch, the surveyor of the New Westminster district.<sup>18</sup>

It is recorded that Hugh McRoberts was Richmond's first settler, having purchased over the years 1860-1861, 1600 acres on both the north and south sides of the north arm of the Fraser River. In 1862 McRoberts constructed a home for himself, his wife and daughter, Jennie, on the north side of Island 2, which became known both as Sea Island and McRoberts Island. It is worthy of pause here to recite the story of the naming of Lulu and Sea Islands which occurred about the time of Hugh McRoberts' settlement.

The Royal Engineers who were responsible for maintaining law and order as well as surveying British Columbia, became the moving forces of the social life in New Westminster. To maintain their spirit in the wilds, the Engineers built a theatre and social club in New Westminster where they spent

their money and time enjoying many forms of entertainment including banquets, plays, dancers and singers brought in from as far away as San Francisco.<sup>19</sup> One actress who particularly delighted the Corps was Lulu Sweet who appeared several times in both New Westminster and Victoria with the Potter Dramatic Troupe. It is thought that Lulu was born in 1844 to Dr. and Mrs. John D. Sweet of John Street in San Francisco and began her acting career as young as twelve years of age with the lead role in a romantic musical drama, "The Brigand". The San Francisco Lyceum where she performed boasted, "These little folks numbering altogether, including auxiliaries, 27 children mostly native Californians, challenge the world to produce another company of equal age to compete with them".<sup>20</sup> Within five years Lulu Sweet was performing for audiences in British Columbia and Vancouver Island.

Reviews of Lulu Sweet's performances raved, "The dance by Miss Sweet was very chaste and beautiful, and was well worth the price of admission", and "The bill is one of the best ever offered here, and the mere mention of the fact, that Miss Lulu Sweet will appear as Colanthe in the principal piece, should be sufficient to ensure a full house".<sup>21</sup> Her appearance in *Who Speaks First*, "was received with infinite humour by the audience", and, at the close of her performances in Victoria the *British Colonist* lamented, "Her admirers - and their names are legion - can scarcely make up their minds to let her go. But actress and attractress as she is, she is certain to leave when the steamer goes. So her admirers had better attend the theatre between now and then, and take a 'last fond look' ".<sup>22</sup>

No one was more distressed to see Lulu Sweet depart than Colonel Moody. Fortunately for him, though, he had been able to accompany the young actress on the voyage from New Westminster to Victoria aboard the *Otter*. The story of the trip they shared has been retold in many ways of which that told by the survey officer who was also on board is but one. According to Corporal George Turner:

*As they descended the river, Moody and Miss Sweet were chatting on deck, while he pointed out some of the landmarks and points of interest. The journey had hardly commenced when he indicated the northern shore and said: 'We are now opposite the eastern end of a large island which extends all the way to the Gulf.'*

*"What's its name?" she asked.*

*'It has no name', he replied, 'except its Indian name whatever that might be.'*

*Then, after a brief cogitation, he exclaimed, 'By Jove! I'll name it after you.'"<sup>23</sup>*

Whereupon, it is said, Colonel Moody instructed Corporal Turner to put "Lulu" on the map as the name of the island. Two years later in 1863, Lulu's



island first appeared on a British admiralty chart so named.

It is not known whether Lulu Sweet ever set foot on her island, nor whether she ever returned to visit the island or perform at New Westminster or Victoria. Nor is it known how she spent her retirement years, whether she married, and where and when she died. However, Richmond holds a lasting memorial to the enchanting actress, singer and dancer who entertained the Corps of Royal Engineers.

The derivation of the name Sea Island has been attributed to Colonel Moody as well. Although in the earliest days of settlement it became known as McRoberts' Island it was formally designated Sea Island on British admiralty Charts. It is interesting to note, however that, in McRoberts' own notes, he refers to Sea Island rather than McRoberts' Island.<sup>24</sup> The appropriateness of the name is less obvious today as the island is protected by massive dykes and an efficient drainage system. In 1860 land was often indistinguishable from the adjacent waters and thus it was truly an island of the sea. Through the labours of Hugh McRoberts and succeeding settlers the river was held back by a system of dykes and drainage ditches, though the name remained.

In September of 1862, the *British Columbian* described the island in an article entitled "A Visit to Richmond",

23. The McRoberts home on Sea Island, later owned by Thomas Laing.



22. Hugh McRoberts



*And most gratifying was the visit, establishing as it did, in our own mind, the fact that the large extent of Island prairie in this district is most valuable, not only as grass and stock farms, but for all green crops, fruits and even cereals.*

*With the exception of a few small patches this farm is above the influence of the water, is free from stone, or stump, all ready for the plough, and is, in our opinion the richest sort of soil, capable of producing crops of any sort, and in the greatest abundance.*

Indeed, the paper commented, Hugh McRoberts had provided, "a very pretty and commodious cottage" for his family on the property.<sup>25</sup> Jennie, his daughter, had named their home Richmond Place and their farm Richmond View for their former home, Richmond, New South Wales, Australia.

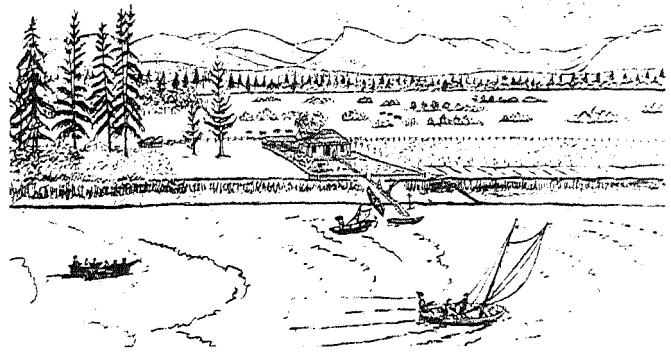
The story of Hugh McRoberts' arrival in British Columbia was typical of many others who ventured north from the United States or from Great Britain or Australia. McRoberts was born in Belfast, Ireland, in 1814, but nothing is known of his education or training. In 1837 McRoberts married Agnes McKee of Liverpool who suffered very delicate health. Four years later Mrs. McRoberts gave birth to a daughter, Jennie, in Australia where McRoberts had emigrated in search of a more salutary climate for his wife. After her mother's death six years later, Jennie went to live with an aunt and uncle.<sup>26</sup>

Hugh McRoberts remarried and in 1849 set off for California to try his hand at gold mining. Unsuccessful there he ventured to Yale, the centre of Fraser River mining, where it seems he was equally unsuccessful. So McRoberts took up a new vocation, the construction of a road from Yale to Boston Bar. It is clear that his efforts were worthwhile and well rewarded for, in 1860, he was able to afford passage from Australia for Jennie whose guardians had recently passed away. In addition to the cost of the voyage to San Francisco from Sydney aboard the *Achilles* and from San Francisco to Victoria on the *Oregon*, there was also the expense of the trip from Victoria to New Westminster on the *Otter* and from New Westminster to Yale on the steamer *Yale*. The last segment of the trip cost McRoberts \$400.00, but his great-granddaughter-in-law records that "he considered the expense worthwhile."<sup>27</sup>

The McRoberts arrived in Yale, Christmas Day 1860. Mrs. Bunting describes the scene, "... Jennie had her first glimpse of snow. This was a very cold winter and as boats could not get up to Yale the cost of living was very high. Flour was \$50.00 a sack or \$1.00 a pound and eggs were \$12.00 a dozen".<sup>28</sup> Jennie was soon known as the "Belle of Yale" as she was the first unmarried woman in Yale. However, McRoberts did not stay long in

Yale. In 1861 he exchanged the scrip he had earned for his work on the Yale road, which enabled him to purchase property below New Westminster on the north arm of the Fraser River. Before Hugh McRoberts and Jennie left Yale, a great party was held in their honour.

McRoberts built his home on Sea Island facing his property on the north bank of the river.<sup>29</sup> By its legal description the McRoberts home was situated on the East half of Section 12, Block 5 North, Range 7 West. It was not until 1960 however, that the actual location of the home was determined by Major Matthews and two Richmond dwellers, James Laing and former Reeve R.M. Grauer who located the site after discovering broken china in the ground. McRoberts built the house from lumber brought down from New Westminster by boat or canoe. It had two bedrooms and the kitchen was located in the lean-to. Wallpaper adorned the bedroom walls while newspapers were placed on the kitchen walls. It had a stove pipe chimney



24. A sketch of the McRoberts home drawn for Jennie McRoberts by an admirer. The drawing is inscribed "a poor attempt to represent on paper one of the most lovely spots in B.C."

which was later replaced by a brick chimney. The McRoberts got their water from the Fraser where they also found driftwood for the stove and fireplace.<sup>30</sup>

As mentioned, McRoberts' daughter Jennie, named their home "Richmond" for their former home in Australia. To define the location of the Australian Richmond more closely, in 1942, Major Matthews corresponded with John Metcalfe, the Deputy Principal Librarian of the Public Library of New South Wales in Sydney, Australia. From their research it was learned that on June 30, 1842, Hugh McRoberts became the licensee of the White Hart Inn in Parramatta, on the road to Windsor, which is also four or five miles from Richmond. A few years later a Justice of the Peace in New South Wales, J. Leslie Haddon, wrote to the Major about Richmond, "There is a town of that name near Parramatta; it is one of the oldest towns; is twenty miles or so from Parramatta in the Hawkesbury



25.



26.

Brothers and sisters, Esther, Fitzgerald, Mary, and Sam McCleery photographed on the day they left Ireland for British Columbia.

district, a rich dairying part . . . <sup>31</sup> Perhaps it is from his sojourn in the rich agricultural region of Parramatta that Hugh McRoberts developed his ambition to have a farm of his own.

For his farm, in the fall of 1861, Hugh McRoberts purchased one hundred head of cattle from Oregon. This purchase was received with great favour according to the *British Columbian* of January 16, 1862.

*When we remember that the greater part of stock is brought from Oregon, and that this Colony is at least its equal for purposes of grazing it is matter of surprise that we should be content to depend upon a foreign neighbour for a supply of that which we can very well produce at home, at a lower price and with great advantage to the Colony.*

*We are happy to say that there are premonitory symptoms of the gradual disappearance of this anomalous evil. Mr. McRoberts, a gentleman who has had considerable experience both in Australia and California, has selected a large tract of prairie land situate on an Island about eight miles below this city, as being the most likely spot he had seen on this coast, and has brought over from Oregon upwards of one hundred head of stock as a commencement. He is possessed of considerable means and will operate on such a scale as will be sensibly felt in our market.*<sup>32</sup>

Over the winter the stock was pastured at Sumas but seventy-five were lost due to the severity of the weather. Still by the following autumn, McRoberts had increased his stock to fifty-four cattle. But McRoberts did not expend all his energies raising cattle at Richmond View. In the fall of 1862 he received another contract from the government for road construction, this time very close to home. The North Arm Trail, as it was called, went from New Westminster to the Musqueam Reserve at Point Grey, a distance of twelve miles which was completed in thirteen weeks, from the 16th of March, 1863 to the 13th of June. To assist him, McRoberts recruited two of his nephews, Samuel and Fitzgerald McCleery, who had recently arrived from Ireland. For their work McRoberts transferred some of his north arm property to them. There in the "Garden of Eden" they built a home, which faced Richmond Place across the river. The McCleerys referred to their home as "St. Patrick's Cathedral" because it was used for some of the early church services conducted by priests and ministers from New Westminster. At the completion of the trail, Jennie, who had helped her father measure the trail, eloped in Victoria with Charles E. Bunting, a city councillor. It is said that Mr. and Mrs. McRoberts were displeased with the action, but in time, came to accept the situation.

McRoberts  
14th March 1867

Sea Island  
Foster River  
14th March 1867

Sir,  
I beg you will obtain for us  
an extension of 6 months term for  
paying the sum of Eighty dollars  
that on our land here on the 7th  
branch to enable us to sell our  
produce

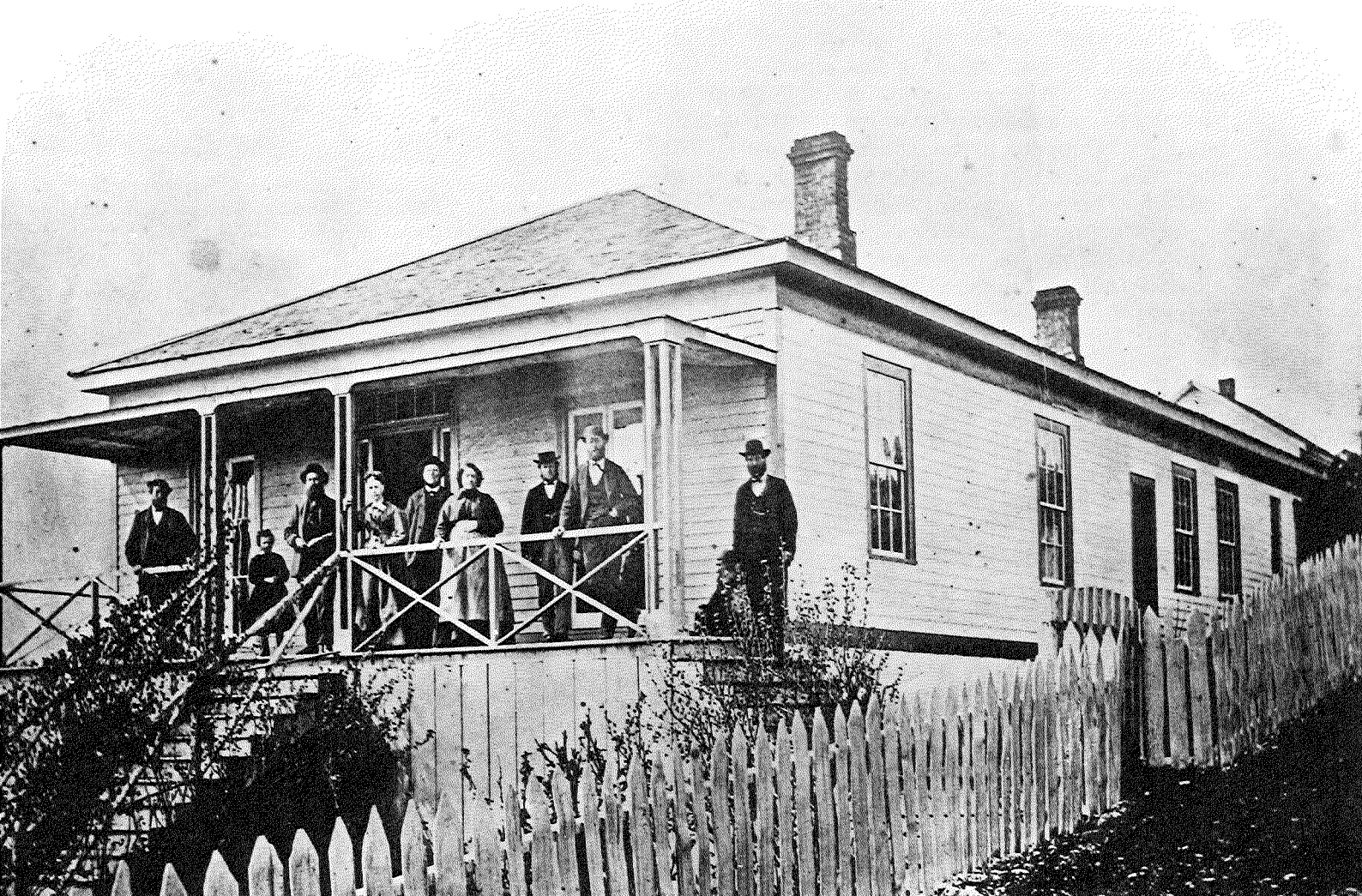
We are Sir  
Yours obedt servants  
S. H. McCleery  
Ryland McCleery  
The House  
The Colonial Secretary

27. A request for extension of land payment by Sam and Fitzgerald McCleery.

It is difficult to estimate how successful Hugh McRoberts was as a farmer, but the newspaper of October 3, 1866 announced enthusiastically, "Mr. McRoberts of 'Richmond Farm' has already brought to market a very large quantity of as fine plums as can be produced in any country and he has still to gather in the fruit of some six hundred apple and pear trees which are, as we learn, bending under a most prolific yield of excellent fruit."<sup>33</sup> Before he retired McRoberts also served as the representative of Ward No. 1 on the New Westminster Municipal Council in 1867. Earlier, while in Yale, McRoberts had helped to draft a code on the use of liquor which was printed in the *Victoria Gazette* on August 4, 1858. The code read, in part.

- Resolved 1st. That we, the miners and residents of Fort Yale, prohibit the sale of liquors on or in the vicinity of this bar after this date.
- 2nd. For the better protection of life and property, we deem it expedient to destroy in our midst all liquors that may be found on or about the premises of any person.
- 3rd. That anyone, after being duly notified, who shall be found selling liquors without a licence, shall be seized and whipped with thirty-nine lashes on his bare back and be expelled from the vicinity.<sup>34</sup>

28. Hugh McRoberts with his wife Agnes and daughter Jennie (grasping the post) on the verandah of their New Westminster home.



In Richmond he also became known as a manufacturer of bricks because "he has excellent clay and all the requisite materials at hand, [and] is possessed of ample means and will doubtless operate upon a scale which will produce an abundant supply at reasonable price".<sup>35</sup>

In his later years he moved to New Westminster where he embarked on a dairy business located on Agnes Street across the street from his home. In 1872 Mr. and Mrs. McRoberts were able to pause in their work to visit England. On their departure the *British Colonist* remarked, "They are a most respected couple and we are glad to know that they intend to return and pass the remainder of their days in the Province where they deservedly prospered".<sup>36</sup> Little else is known of the last decade of McRoberts' life; he died on July 11, 1883, and two days later in the *British Columbian* was a notice of the death of Mrs. McRoberts alongside an announcement for auction and sale by tender of McRoberts' furniture and effects, and his thirteen cows and appliances of the milk business. Perhaps the newspapers of the day provided the most fitting memorial to Richmond's first settler,

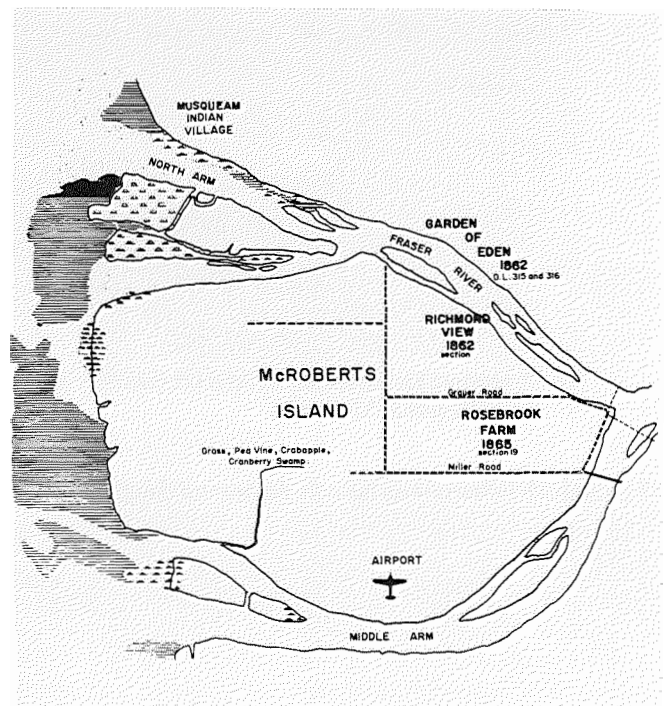
*And now the ice is broken and people begin to see the great value of such land as that to which we have referred, we shall shortly have a large and thriving agricultural settlement between this city, [New Westminster] and the Gulf of Georgia, and all these beautiful and fertile lands will ere long be covered with waving corn and blooming orchards.*<sup>37</sup>

Coincident with the arrival of Hugh McRoberts on Sea Island, it was reported in the newspaper that a gentleman by the name of Murphy had a farm on an island in the river, which had been supposed to have been Lulu Island, but the fate of the farm is unclear as in November of 1861 Mr. Murphy was murdered by Indians. The circumstances of his death beyond the brief announcement in the paper are unknown. Other purchases of land in the year 1861 include William Ross, H.P.P. Crease and William J. Howison who bought 150, 10 and 160 acres respectively. However, it has been reported that in the summer of 1861 there were only thirteen farms in the vicinity of New Westminster with a mere 50 acres under cultivation.<sup>38</sup>

The decades of 1860 - 1880 saw a slow but continual migration of farmers with their families to Lulu and Sea Island. Early arrivals included James Mackie, Hugh Boyd, Alexander Kilgour, John Brough, Sam Brighthouse, William J. Scratchley, William Catchpole, John Thorne, Alexander Peers, Hiram Brock Lane, and Howard L. DeBeck, among others. It is impossible to recount the lives and fortunes of each of the early settlers but it is interesting to look in on some of the gentlemen and their families who made a special or extraordinary contribution to the development of Rich-

mond, a perspective which would be impossible without the memory and wit of Thomas Kidd who assembled portraits of many of Richmond's early residents in *The History of Richmond Municipality*.<sup>39</sup>

Following Hugh McRoberts many of the early settlers staked out farms on Sea Island. Indeed, Howard DeBeck purchased his property totalling 1,200 acres, from McRoberts. To DeBeck goes the distinction of being father to the first white child born on the islands, in 1871. Tragically though, in giving birth to Emma Augusta, Mrs. DeBeck died. Four years later DeBeck sold some of his land, on the north side of the island, to Angus Fraser. On



29. Description by Major J.S. Matthews of Sea Island properties of Hugh McRoberts, Alexander Kilgour and Hugh Boyd. Airport shown in sketch is the old airport built in 1931. The present main terminal, opened in 1968, is located in the vicinity of the word "Island" on the map.

the south side of Sea Island, Hugh Boyd, who had worked with Hugh McRoberts and the McCleerys on the North Arm Trail, established Rosebrook Farm. A kinsman of McRoberts, Boyd came to Sea Island via the Cariboo in 1863. After settling, Boyd married the daughter of Sergeant McColl of the Royal Engineers, one of the earliest owners of property on the island. The first of Boyd's five children was born there. Joining Boyd was Alexander Kilgour, a Scotsman who arrived at Victoria in March of 1862 aboard the *Sierra Nevada*. In a letter dated January 27, 1863, he wrote,

*I was up at town last Saturday and bought a town lot suburban for \$100 in scrip as it is scrip I am working for . . . I must tell you something about my companions. There is first the old pair Mr. & Mrs. McRoberts and Miss McRoberts about 20,*







31. Mrs. Alexander Kilgour.

*and a sister of Mr. McR. about 36 or 37, two nephews of Mr. McR. - Samule & Fitzgarled McClary (sic) one 21 and the other 23 years, and one Hugh Boyd 20 yr., these came from Ireland this summer and James McKay a Scottishman but has seen the most of European ports, he is 33 yrs of age & is good company. Boyd is a wit he attends to my dressing on great days they are all fine fellows but none of them is religious. Samuel attends the cattel and the other four of us work together & they are all Presbyterians and not profane . . . The first lot is an acer and a quarter and the other suburban lot is three acre & would make a good garden, the other is a town lot in a wet place and is not more than half of an acer...*

*If you want to see where I am you can look in the map about one mile from the sea one mile from the north branch of the Fraser on the main land, McRoberts is on the north shore of the Island which forms one of the Deltas of the Fraser.<sup>40</sup>*

Kilgour had no children but relatives of his wife, the former Elizabeth Jane McDowell, remained in Richmond through the marriage of Mrs. Kilgour's sister to Duncan McDonald, another early resident of Sea Island.

Gradually Hugh McRoberts' property was subdivided and purchased by other prospective farmers. Among the newcomers were Christopher and Robert Wood, in 1872 and John Ferguson in 1876. John Errington similarly purchased land on Sea Island from Hugh Boyd which he dyked and improved. The house which he built on the property has been described by Thomas Kidd as the

area's social centre. And Kidd writes of the home of James Miller and John Ferguson on Sea Island, "While the hospitality of bachelor cabins was a common characteristic, that of their well-kept cabin was an outstanding example and where itinerant preachers often found physical comfort."<sup>41</sup>

Across the middle arm of the Fraser, on Lulu Island, land was purchased and settled in like manner. One of the largest landowners was Samuel Brighthouse, an Englishman from Huddersfield, Yorkshire who arrived at New Westminster in June of 1862. With his cousin, John Morton, he ventured northward, to the Cariboo, in search of a mining fortune. By October the two had returned to the lower mainland where, in partnership with William Hailstone they purchased 550 acres on the present site of Vancouver. Brighthouse and his partners built a house there amidst the forests of what is now called the West End. Once settled Brighthouse began to roam the Fraser Valley in search of productive land in which he might invest. He plotted some six hundred and ninety-seven acres on Lulu Island which he purchased in the autumn of 1864. Upon his land at the delta and at New Westminster, Brighthouse ran a dairy farm and raised stock and thoroughbreds.

Sam Brighthouse is remembered as a congenial man who often could be seen bending over a ditch with a slender piece of wood in his hand to attract fish. Close behind was his cautious cook, prepared to rescue the zealous fisherman from the ditch. Sam shared his home on the River Road with his

32. Sam Brighthouse, "a stern but gregarious gentleman".





33. The "Three Greenhorns"-Sam Brighthouse(standing), and his partner William Hailstone(l) and John Morton(r). Soon after their arrival in B.C., the three pre-empted over 500 acres in the wilds of what is now Vancouver, hence the name "Greenhorns". Many of the oak trees found along Granville St. in Vancouver and on Lulu Island were planted by Sam Brighthouse.

Cham  
Victoria  
22 Jul. 869

Sir.

I beg to apply on behalf of my Clients Samuel Brighthouse and William Scratchley for the Crown Grants of sections 5, 6, and 32 Reef 6th. Country Landy Wood, bounded Fraser River - New Westminster District.

Your early attention is requested. You have the conveyance from Shannon of the applicants in the land.

I beg to apply on behalf of my Clients Samuel Brighthouse and William Scratchley for the Crown Grants of sections 5, 6, and 32 Reef 6th. Country Landy Wood, bounded Fraser River - New Westminster District.

arrived early in 1874.<sup>44</sup> Particularly attractive to the two settlers was the Slough District, the south side of Lulu Island which had not been surveyed by Trutch in 1859. They determined not to settle there, however, until such a survey had been completed and while waiting, assisted Brighthouse in the dyking of property. Meanwhile another settler, John Green, formerly an English bell-ringer, landed in the same district and began improvements on a piece of land which he had been directed to by Brighthouse and Scratchley. Green had been sent along the bank of the river ". . . and on to the Crabapple Ridge along the gulf side; along that to the South Arm, up that bank to where the small slough which the map showed ran through the section he had bought. These directions he followed tracking the course William Shannon [who eventually settled in Vancouver] had taken nine years before and continued on the south side of the slough now known by his [Green] name . . ."<sup>45</sup> Green was forced to take such a circuitous route because the centre of the island was flooded, it being the month of April. However scrupulous Green was though in following directions prepared for him, he had settled on the wrong piece of land. The next spring Green claimed squatter's rights, purchased the land for \$1.00 an acre and sold his other section to D. Reid and Kenneth McIvor.

34. Notice of land purchase by Sam Brighthouse and William J. Scratchley.

sister, nephew and his Chinese cook.<sup>42</sup> For several years Sam Brighthouse served Richmond in its local government.

As a partner of Sam Brighthouse, William Scratchley purchased land on Lulu Island after giving up the milk business at Rose Hill Farm near New Westminster which he had bought from Hugh Magee in 1865. The partnership of Brighthouse and Scratchley dissolved in 1880 when Scratchley moved to land up the Fraser which he bought from Hugh McRoberts. Mr. Kidd described Scratchley as a "thorough-going and all-round handy worker, especially as a carpenter and farmer, and was a first-class neighbour"<sup>43</sup> Sam Brighthouse diversified his several interests to include salmon canning through the help of his nephew, Michael Brighthouse Wilkinson. After serving the communities of Richmond, Vancouver, and New Westminster so well and so long, Brighthouse returned to his native England in 1911, where he died two years later. However, in all three communities lasting memorials to his contributions remain.

Thomas Kidd arrived at Richmond in 1874 with Walter Lee who hailed from Yorkshire. The two had met in Australia while serving in the 3rd Wiakato Regiment of volunteers during the Maori War of 1836-65. In California, several years later, Kidd and Lee met Sam Brighthouse, another Yorkshireman, who spoke of settlements in British Columbia with enough encouragement that the two

Gradually, like Sea Island, Lulu Island was divided into large and small tracts. Joining Kidd, Lee, and Green on the south side were the Woodwards, Nathan and his son Dan of Ontario, as well as James Knox, William McNeely and James Whiteside. And on the middle arm were the McMyn family, George Carscallen, and the W.D. Ferris family, John Hoatson and J.W. Sexsmith. Settling in the southwestern corner of the island were E.A. Sharpe and Manoah Steves. And in the eastern half of Lulu Island were John Cochrane and Doc Forster.

If one were to chart the settlement of Lulu and Sea Islands by laying out a map which showed the dates and locations of the arrivals of all the aforementioned individuals and their families, certain geographical facts about Richmond would become very obvious. The first of these is the topography of the islands. John Green trekked the outer rim of Lulu Island to arrive at his Slough District property, though to modern travellers the more simple and quicker route would be directly through the middle of the island. Indeed most of Lulu Island's settlement occurred at the outer edges of the island, at the middle arm, on the south arm and at Steveston; development in east Richmond and in the present Brighthouse area, was much slower. Clearly Mr. Green chose the wisest route. Peat bogs covered approximately one third of the island, and some low-lying spots were



marshy with long grasses and reeds, subject to seasonal flooding. Roads across this terrain would have been bumpy, overgrown and no doubt, periodically washed out. Thomas Kidd recalls the particular problem faced by his south arm neighbour, Walter Lee, who "was a member of the first council of Richmond [1880] but had no desire to renew his efforts in that direction, for he was no longer young and it was no easy job for a short-legged man to get across Lulu Island in those days when long gum boots would do no more than keep one dry on that journey".<sup>46</sup> It is not surprising that to neighbouring New Westminster, residents of the islands were known as "mudflatters".

Transportation from the north to the south arm was best managed by boat. Most properties were built facing the river, some with private wharves or dockings for small boats. The drawing of the McRoberts farm shown on a previous page provides a good illustration of such a dock. Each farm bordering on the river required a dyke which Walter Lee soon discovered provided a dry land route to the Town Hall at Cambie and River Roads. He would, "go down the river in a row boat to the gulf, leave the boat there and go along the crabapple ridge to the North Arm, then up the bank, which by that time had a dyke on it most of the way to the old Town Hall . . ."<sup>47</sup> Thus transportation across and around the islands was difficult though

not impossible. And, although settlers maintained contact with one another, it is apparent that such geographic separation, aggravated by unsteady terrain and no public transport vehicles, contributed to the rise of the separate communities of Ebume, Bridgeport, Steveston, the South Arm and East Richmond.

Given such obstacles as flooded, marshy lands, isolated by water from other communities and only private means of transportation, the will and persistence of settlers seems remarkable. Indeed, there is a story to tell of the adventures of each settler and his family, travelling to the delta, finding his property, clearing and dyking the land, building a home, and planting crops and raising livestock. Ida Steves recalled the migration of her family from Ontario to Lulu Island. Having ventured from New Brunswick to Ontario and then on to Baltimore, Maryland for three years, Manoah Steves, in 1877, prepared for another westward move,

*He studied maps and geography. He wrote to the postmaster in Victoria and asked him to give his name to the Baptist Minister or, if none, to the Methodist Minister. Then he wrote to the postmaster of New Westminster to give his name to the ministers there. The minister at Victoria just sent him the Immigrant guide government book about British Columbia. The minister at New Westmin-*

36. The Thomas Kidd home, South Arm.





37. Walter Lee

ster sent him the name of a man who lived here, William Ladner. Father wrote to Ladner, and Ladner wrote him and invited him to come and visit, and he would take him all around through the Delta country. When he got to New Westminster, he looked up Ladner and saw the country. He liked it so well, and the climate agreed with him. Ice was never thicker than a window pane. They went all over East Delta, everywhere they could go. Then Father came to Richmond and liked it even better. He understood about tidal flats. He wrote back to his family to pack and come after him . . . <sup>48</sup>

The Steves family did pack and come to Richmond, settling on the southwestern tip of Lulu Island near the properties of E.A. Sharpe and William McNeely in May 1878. Part of the acreage that Steves bought from E. A. Sharpe was past the tide line, so, in search of higher and drier property, Steves went to Victoria where he was able to purchase over 300 acres from two men. About the same time, William Herbert Steves, Manoah's son, was also in Victoria to purchase the Steveston townsite which extended westward from No. 1 Road and southward from No. 9 Road (Steveston Highway). And, although the network of the Steves family stretches far across the continent, much of Manoah's family has remained in Richmond to the present time.

The careful planning of the Steves family was typical of many, if not most settlers in the area. However, even the best laid plans occasionally

went astray. Thomas Kidd remembers one such occasion, with some amusement. He writes,

*In February, 1875, W.H. (Harry) Eburne, in his 20th year, came to B.C. with his foster parents, Charles and Mrs. Cridland. That was a winter when the Fraser River was longer closed by ice than any winter the writer [Kidd] has ever seen, being closed early in the first week in January to the middle of March. In consequence the good old steamer 'Enterprise' could not go up the Fraser to New Westminster, and therefore had to go around to Burrard Inlet to land passengers, mail and freight there, some at Gastown (Granville) but most of the above at the end of the Douglas Road (then called Maxi's, now Hastings) to be hauled to New Westminster by sleigh, stage or wagon. As Harry Eburne and the Cridland's (sic) wanted to get to Christopher Wood's place on Sea Island by the shortest route they got off at Gastown and stopped over night at the Deighton (Gassy Jack's) Hotel. There were no roads through the woods to the North Arm at that time, so they had to go by row boat. The man they hired to take them to their destination was one who, if he were alive now, would not help those whose efforts are directed to bring prohibition in force in this province, and the partner he took with him was in the same class. However, the exhaustion of spirits and a sleep in the bottom of the boat, somewhere off Point Grey, brought a revival of the efforts of the boatmen and they got to Christopher Wood's place at midnight, about eighteen hours after they left Gastown.<sup>49</sup>*

Harry Eburne did settle on the North Arm and opened a very successful store which later included a post office and served the communities on

38. Manoah Steves as a young man.



the north side of the river and Sea Island. In time this area came to bear the name of its colourful merchant, Harry Eburne.

Settling on the Fraser delta offered many advantages over the areas in the New Westminster district. The north arm area which extended from the Fraser River to Burrard Inlet was heavily wooded and therefore, required the construction of trails and extensive logging before it could be settled in any systematic fashion. Sam Brighthouse and his partners did embark on a settlement in the vicinity of the West End and Hugh McRoberts and the McCleerys logged the southern slope above the Fraser River but, in both cases, much time, labour, and sound financing were required. It is apparent, in looking back upon the development of Gastown or Granville and its successor, Vancouver, that these were prescient men. However, Brighthouse and McRoberts also owned and cultivated land on Sea Island across the river, land which was subject to seasonal flooding, and without large trees for the construction of homes. What then, were the advantages of settling on this island at the mouth of the Fraser?

After the success of Hugh McRoberts' crop which the *British Columbian* extolled it would be hard to imagine that other settlers were not attracted to the fertile delta soils. Without the dense growth of conifers also, the land was more easily cleared and ploughed. The groves of poplar, balsam, oak and maple trees however, provided protection from the wind and rain as well as the crabapple and fruit trees which provided other crops for the farmers. Harold Steves, Sr. offers this pencil portrait,


*Starting with the west side of Lulu Island with its vast mud flats, known as Sturgeon Bank, bullrushes and cattails growing thickly on its banks, then a row of wild crabapple trees reaching from South Arm to the North Arm and across Sea Island, open areas of grassland, bunch grass, red top and creeping bent, acres and acres of hardhack. The growth on the peat bogs were much as they are today, wild blueberries, labrador tea, wild cranberries and jack pines . . . This could not be seen from the river as its banks were festooned with wild roses growing densely through willows, cottonwoods, fir, spruce and yew. There were even in my time, a*

*few heavily timbered sections, one at Terra Nova, and another east of No. 5 in the area of the Rice Mill. Sea Island was fairly heavily wooded, likewise Twigg Island. I well remember the big fir and spruce trees north of No. 5 Road, because as a young boy my father took me with him to set our hives to catch bees as there were quite a number of wild bee trees in this area, and as I recall we were successful in filling all the hives . . .*<sup>50</sup>

And, in the words of Thomas Kidd,  
*Thine open lands inviting to the plough,  
Thy clumps of woods where spruce and cedar vie  
for Beauty's prize in height and symmetry  
And many kinds of deciduous bough.*

To Lulu Island he opined, "I came and saw and said 'No more I'll roam'"<sup>51</sup>

Like Kidd many settlers did stay to establish farms and raise their families. Most were able to dredge the marshes, dyke and plough the land and produce enough food to satisfy their needs and the needs of neighbouring markets in New Westminster and Granville. However, others, like W.D. Ferris decided to move to New Westminster, as the work of maintaining a farm was too strenuous. In 1877 Ferris sold out his holdings to J.W. Sexsmith. Still he maintained an interest in the pioneering community on Lulu and Sea Islands. He returned to draft and write Richmond's petition for incorporation and serve on the first municipal council, though not to live. Similarly Hugh McRoberts gradually sold his island properties and moved to New Westminster where he operated a dairy until his death in 1883. Sam Brighthouse, by contrast, maintained his land holdings on Lulu Island by leasing them to other farmers and he did agree to serve on Richmond's second municipal council.

In the years between Richmond's first settlement and its incorporation, farmers and their families arrived in a constant procession establishing new lives on the delta. All had to contend with the problems of isolation, unpredictable weather, cumbersome farming equipment, and no community services such as a water supply, schools, churches, nor a local governing body. Early in 1879 the settlers and landholders met to draft a petition to the Lieutenant Governor in Council to request incorporation of Lulu and Sea Islands as a municipality. 

# Incorporation and Early Growth

On the third of April, 1879, twenty-five settlers submitted a petition to His Honor, Albert N. Richards, the Lieutenant-Governor in Council. It read,

*The petition of the residents of Lulu and Sea Islands, North Arm Fraser River, sheweth - That the names hereunto annexed are all bona fide freeholders, householders, pre-emptors and leaseholders, of the full age of twenty-one years and residents of the islands above named.*

*That the total number entitled to petition are thirty.*

*That they respectfully request Your Honor in Council to incorporate said islands a municipality under the name of the Township of Richmond and your petitioners as in duty bound will ever pray, etc.*

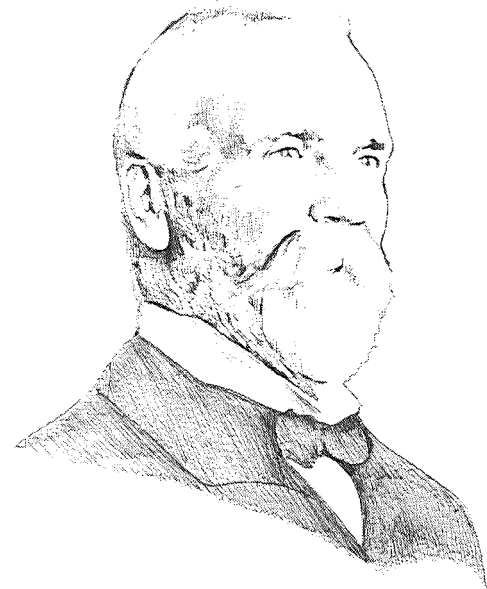
*A. Kilgour, Hugh Boyd, S. Brighthouse, W. J. Scratchley, J. W. Sexsmith, C. G. Sexsmith, O. D. Sweet, James Miller, John Ferguson, John Errington, J. G. Smith, D. J. Robson, John Cochrane, Dan Daniels, A. H. Daniels, Nathan Woodward, W. Beckman, John Green, Hector McDonald, Walter Lee, Thomas Kidd, E. A. Sharpe, Manoah Steves, Dan Woodward, James Knox.*

The petition, drafted and written by W. D. Ferris, was in accordance with Section 8 of the Act relating to the Municipal and Licence Acts, the Municipality Act of 1872 and amending acts. The area acceded to the municipality was bounded:

*Commencing at Point Garry, at the mouth of Fraser River; thence Northerly along the shore lines of Lulu and Sea Islands, to the mouth of the North Arm of the Fraser River; thence in an Easterly direction, along the shore line of Sea and Lulu Islands, to the confluence of the North Arm of the Fraser River and the Fraser River; thence in a South-westerly direction, along the shore line of Lulu Island to the point of commencement.<sup>1</sup>*

Thus on November 10, 1879, Lulu and Sea Islands by Letters Patent under the Public Seal of the province, became the Corporation of Richmond. Under terms of the 1872 Municipality Act the new municipality would be referred to as The Corporation of The Township of Richmond, notably one of only two townships in British Columbia. The municipality was so named, according to Thomas Kidd's "dim remembrances" for Mr. Ferris' home in Richmond, Surrey, England. Of course Richmond was also the name given to the home of the first settler, Hugh McRoberts, and it may be that the municipality was named in his honour. But, as will be seen later, there is still another possible source for the name of the municipality.

The event of Richmond's incorporation, which coincided with the incorporation of Delta and Surrey municipalities, was noted by the *British Colonist* only in passing. On November 12, it reported, "It may not be out of place here to remark that the settlers of the localities in question (Delta, Richmond, Surrey) have been petitioning the government ever since last spring to issue the proclamation published





To His Honor the Lieutenant Governor of  
British Columbia, in Council.

The petition of the residents of Lulu & Sea  
Islands, North Arm, Fraser River, sheweth:

That the names hereunto annexed are all bona  
fide freeholders, householders, preceptors and  
leaseholders, of the full age of twentyone years  
and residents of the Islands above named

That the total number of residents entitled  
to petition are thirty

That they respectfully request Your Honor in Council  
to incorporate said Islands a Municipality  
under the name of the Township of Richmond  
and your petitioners as in duty  
bound will ever pray &c.

A. Kilgour  
Hugh Boyd  
J. Brough  
W. J. Scratchley  
J. W. Lysmith  
C. G. Bennett  
O. Sweet  
James Miller  
John Ferguson  
J. C. Arrington  
J. G. Smith  
D. J. Robson  
John Buchanan  
Dan Daniels  
A. H. Daniels  
Nathan Woodward  
W. Beshroan  
John Green  
Francis McDonald  
W. Gilten Lee  
Thomas Hidd  
B. A. Sharpe  
Manoah Steves  
Dan Woodward  
James Knox

just two days since".<sup>2</sup> After receiving the news, however, Richmond's residents busied themselves with arrangements for their first election. On January 5, 1880, they cast their ballots at the home of Hugh Boyd and Alexander Kilgour, for a Warden and seven councillors. However, according to an 1873 amendment to the Municipality Act of 1872, not all residents were eligible to serve; "no feme [female] sole could be councillor". The amendment also excluded ministers of any religious denomination, sheriffs and their officers, bankrupt persons, insolvent debtors, felons, any one holding, directly or indirectly, a contract with the municipality, naval or military officers on full pay, anyone being on the payroll of the municipality and aliens. In the event that two or more candidates receive an equal number of votes the Letters Patent provided that "one or more of whom, but not all such Candidates, being by the state of the poll entitled to be declared elected, the Returning Officer shall by a casting vote or votes, as the case may be, decide which of the Candidates for whom the votes may be equal shall be elected. Provided that the said Returning Officer shall not vote except in the case of an equality of votes as aforesaid".<sup>3</sup> Edward A. Sharpe served as Returning Officer. Expenses for the election, which could not exceed the sum of one hundred dollars, were borne equally by each of the candidates.

One week later, on January 12, the first council of Richmond met. In attendance were Hugh Boyd, the first warden, and councillors Alexander Kilgour, James Miller, Robert Wood, William J. Scratchley, Manoah Steves and Walter Lee.<sup>4</sup> By acceptance of the Letters Patent both the warden and the councillors were forbidden to "enter into or obtain any interest, directly or indirectly, in any contract entered into by or with the Corporation".<sup>5</sup> Violation of this would have caused disqualification from serving as either warden or councillor. Refusal to comply with this order or voting at any meeting by that individual would result in a fine of two hundred and fifty dollars. However "votes given under such circumstances shall be valid". A fine of two hundred and fifty dollars also awaited any Councillor or a Warden who, upon election, failed to serve in that position.<sup>6</sup>

The first meeting of Richmond's Municipal Council was held in Boyd and Kilgour's home as were the remaining meetings for 1880. Major Matthews of the Vancouver Archives set the scene:

Picture in your mind's eye the scattered few of Lulu Island and Sea Island coming in their boats or canoes on a moonlight night. They couldn't spare time in their day and meetings were always held on moonlight nights so that the moon would light the way. The 'mudflatters' step ashore at the little dock, walk towards the Boyd home; have their slippers in their overcoat pockets, leave their muddy boots on

*the verandah and then, all twenty-five of them [sic], gather in Mrs. Boyd's dining room around the table . . . the hot scones and the steaming coffee . . . Then, the meeting over, they each say goodnight, going to the end of the small wharf, untied their canoes and went to their homes up or down river.*<sup>7</sup>

Beyond the determination that the second meeting of the council would be held on February 19, there is no record to indicate that any significant items of business were considered. By February, though, municipal council had much to debate, including a system of Rules and Orders drafted by one of the Councillors. In April, Richmond's first council appointed Samuel Miller as municipal clerk and by June, W. Norman Bole of New Westminster had been appointed legal advisor to the municipality.<sup>8</sup> On July 5 a municipal seal was approved showing a cornucopia to express the fertility and prosperity of the delta.<sup>9</sup>

The subjects which council was authorized to deal with ranged from regulating the price of bread to the raising of revenue through taxes and fees. Under the Municipality Act of 1872 the Council was permitted to pass by-laws in relation to matters which fell under forty subject areas including, in addition to those aforementioned, the raising of a municipal revenue by taxes upon persons and property, the licensing of shops, saloons and taverns, the authorization and regulation of gas and water companies, the prevention of fires and removal of nuisances, the taking of a census of the municipality's residents and

*the licensing of suitable persons to keep Intelligence Officers for registering the names and residence of, and giving information to, or procuring servants for employers in want of domestics and labourers, and for registering the names and residence of, and giving information to, or procuring employment for domestics, servants or other labourers desiring employment, and for fixing fees to be received by the keepers of such offices, and the regulation of such offices.*<sup>10</sup>

In 1879, amendments to the Act made municipal councils responsible for ordering landowners with property abutting on any street to construct sidewalks at their own expense and for regulating the construction of dwelling and lodging houses. By 1881, Section 21 of the Municipality Act which pertained to the creation, alteration, and repeal of by-laws, included ninety subsections, or classes of subjects. The Act itself had grown from a straightforward document of thirty sections to a complex one of over one hundred articles.

The first Council of Richmond was thus equipped to undertake the construction of roads, dykes and bridges and to levy the taxes and borrow the funds necessary to finance such projects. A primary source of revenue was the tax on wild land

which, in 1881, was levied at 5¢ per acre. By 1885 land taxes were based on  $\frac{5}{8}$  of 1% of the value of the land plus \$1.00 for each resident over the age of eighteen years. Two years later it was reported to Council that "the amount of the whole rateable property of the said Township of Richmond according to the last revised assessment roll, being for the year, 1887, was \$351,286.00".<sup>11</sup> In 1889, however, after very few changes in the tax base and structure of the municipality a financial report was presented to Council which showed an expenditure of \$25,675.23 over the first decade of incorporation. The figure did not however include a grant from the provincial government of \$4,027.90 nor money spent by the municipality through the loan by-law. Balancing the account books was thus a very delicate operation in the early years of municipal development.

In 1891 a large local improvement by-law was passed calling for a total of \$50,000.00 to finance the dyking, draining and improving of lands in the eastern half of Richmond.<sup>12</sup> Another by-law calling for \$10,000.00 to make similar improvements in Steveston was also approved. The by-law was amended in 1892, but not to the satisfaction of Messrs. Garden, Herman and Burwell who complained that certain sections had been excluded from the scheme.<sup>13</sup> Thus in 1893, taxes on property were shifted to a different formula. Taxes on all wild lands were to be levied on an equal annual rate of 2% of the assessed value, and, on real property, the tax rate was raised from  $\frac{3}{10}$  of 1% to  $\frac{5}{10}$  of 1% of the assessed value.<sup>14</sup>

The strategy of setting property taxes was very important as taxes provided the greatest source of municipal revenue. From the \$351,286.00 in assessments for 1887, three years later the tax base had grown to \$1,288,766.00.<sup>15</sup> Just a decade earlier municipal revenues had totalled a mere \$1,200.00. And had the Town Hall containing Richmond's earliest assessment rolls not burned down in 1912 the specific sources of this revenue might be known to us. Yet while property taxes were important, so were trade licences which provided the municipality with some revenue and an account of businesses in the community. The trade licences by-law of 1899 expanded the fee schedule created in 1885 for operating a business. The following is a partial list of 1899 trade licences fees: saloon or billiard halls, \$5.00 for each table per six months and bowling alleys and rifle galleries, \$5.00 per six months; "from every person selling opium, except chemists [druggists] using the same in prescriptions of medical practitioners, two hundred and fifty dollars, for every six months"; wholesale, retail merchants and traders, \$50.00 per six months; hawkers, peddlers, \$10.00 per six months; public washhouse or laundry, \$5.00 for every six months; pawnbroker, \$50.00 per six months; owners of



40. Loading milk on the Baxter farm.

cabs, buggies, carts, wagons, carriages, omnibuses and other vehicles kept for hire, \$2.50 per six months per vehicle; banks, \$50.00 per year and barristers, \$12.50 per six months.<sup>16</sup> The by-law also stated, "No persons shall within the limits of the said Township of Richmond sell or barter spirituous or fermented liquors by wholesale or retail".<sup>17</sup> Any persons found selling liquors was subject to a fine of \$250.00.

Trade and business licences contributed substantially to the revenues of the municipality but the demands upon these funds increased annually. To swell the coffers, Richmond sought loans through the passage of local by-laws. In 1886 Municipal Council proposed seeking a loan of \$18,000.00 for various projects including the construction of a bridge and continued construction of dykes and roads. The loan was approved by Council though not unanimously. For final approval the loan by-law had to be voted upon by the ratepayers but the vote was held off for several months, partially in the hopes of receiving Dominion (Federal) government assistance for the construction of a bridge.<sup>18</sup> Five years later Council requested a loan for \$50,000.00 for further dyking and drainage of Lulu Island. And to augment this source of funds, in 1893 Council issued debentures for \$20,000.00. At the time of this proposal, it may be noted, the municipality had debts outstanding of \$100,000.00. The sale of the debentures, how-

ever, did not go ahead, because some of the services for which the money was designated had been completed. Payment in this manner would have been a contravention of the Municipality Act. Failure by the municipality to sell the debentures presented many complications which resulted in a lawsuit by a road contractor.<sup>19</sup>

Although it may be said that Richmond's finances were most often not so uncertain, there existed a definite difference of opinion over the appropriate means to raise municipal funds. Where some ratepayers favoured expansion of operating funds through loans and the sale of debentures, others felt municipal monies should be raised through taxation. Those who preferred taxation based their judgment on the growth of population in Richmond and increase in land purchases or, in the words of Thomas Kidd, "there was a distinct flavor of land booming to be detected."<sup>20</sup> The controversy over the manner of raising municipal revenues varied in intensity throughout the early years of Richmond's incorporation although it was never completely resolved. Requests for municipal monies, on the other hand, increased in number and kind.

One of Richmond's first civic projects was the location of a fresh water supply on the islands. Water was the property of the Crown through the Land Ordinance Act of 1865 (superseding the Gold Fields Act, 1859). Under this Act settlers could

divert "unoccupied water from the natural channel of any stream, lake or river adjacent to or passing through" their land upon application to the stipendiary magistrate of the district. Waste of any water so acquired would result in forfeit of the settler's rights. Under the Act community supplies of water were granted by a special act of legislature. In 1872 the Act was amended, to provide stricter penalties for the waste of water. This Act was in effect when Richmond council first considered securing a supply for the municipality.<sup>21</sup>

The meeting of April 5, 1880 recorded a resolution which directed an application be made to the Admiral of the Fleet or the Imperial naval authorities at Esquimalt for "the loan or use of boring tools for boring artesian wells to test the possibility of getting water for the Fraser River Lands"<sup>22</sup> The application was rejected as the machinery involved was expensive to bring from the east and would be a long time in coming. A similar proposal was made to municipal council in 1888 and was rejected for the same reason. However, interest in artesian drilling did not end until the 1890's when drilling for gas to a depth of 1,000 to 1,500 feet still failed to reveal any artesian wells. In the meantime Richmond residents continued to carry water from the river in buckets, lard pails and milk cans or by canals to their property.

Water for irrigating agricultural lands was essential even in the lowlying areas of Richmond which were often flooded. Even more important was the water supply for human consumption. Water caught in a rain barrel or stored in an open can was not always pure - "sometimes it was necessary to slap the water in the tank with a dipper to drive the wrigglers to the bottom before getting a wriggler-free drink or when the tank was dry a drowned rat was discovered at the bottom of the tank". In addition to rain water, water was taken from the river and left in barrels for the sediment to settle although river water was not as pleasant to taste nor as pure as rain water. One who had to drink river water described it as "flat tasting shingle-stained stuff, full of wogs in summer, but soft as a government job and dandy to wash the hair".<sup>23</sup> In the winter the flow of water down the river was reduced while tides from the gulf flowed farther up the river, increasing the salinity of the water. Ditch water was seldom used as it was too alkaline. Most often water would require boiling and filtering through charcoal to remove the impurities. Unfortunately the process seldom improved the taste.

Obtaining water was substantially eased when Marpole bridge was built permitting access to the north arm artesian well. Men were thus able to drive their carts over to the well to fill their buckets at 25¢ per bucket. After the B.C. Electric Railway took over the line to Lulu Island, water

was shipped in milk cans which were en route to Eburne and Steveston dairies. Archie Blair remembers,

*With robust farmers jumping in the open door of the milk car before the car had even come to a stop and reaching out to grasp 4 cans filled with city water it was not an easy task for a teen-ager to be sure of getting a can of city water.<sup>24</sup>*

Getting water from the family well could be just as hazardous, as Mrs. Agnes Harris recalls with amusement,

*I was a spoiled and venturesome child and tried to do as other children could do. We were warned not to lean over the rainbarrel. But we did it to hear the echo of our voices. It was one of my naughty day (sic) and Mother was busy in the dairy. Not hearing my usual noise, came and found me head first in the barrell (sic).<sup>25</sup>*

One culprit who was not caught, though, was the thief who managed to remove the padlock from the water tank outside the Post Office and steal the water, one hot summer day in Steveston.<sup>26</sup> Jacob Grauer of Sea Island procured water by still another means. From his home and butcher shop at Eburne on Sea Island's northeastern tip Mr. Grauer built a two inch steel pipe to bring water from the mainland. The pipe provided water for the Grauers and their neighbours until 1918, when a dredge on the north arm broke through it.<sup>27</sup>

The last effort to locate fresh water on the islands was in 1895 when, upon an offer by Municipal Council of \$300.00, Alex McLeod commenced drilling in the vicinity of the Town Hall. He drilled to 700 feet, but no water was discovered. Richmond residents decided it was worth another try and so, for a fee of one dollar per foot, McLeod continued drilling. He was given permission to drill to 1,500 feet but when no water had been found by 1,008 feet, municipal council decided there was no point in drilling any further, as the cost to each resident to bring up water from that level, if it could be found, would be too expensive.<sup>28</sup> All but a glimmer of hope had vanished in 1895, but in 1900 the Council minutes record a grant of \$325.00 to sink a well for water. It must be added, however, that in the same year Council also considered the cost of importing domestic water from elsewhere in the lower mainland.

The municipal council's proposal was to obtain water from Seymour Creek by entering into an agreement with Point Grey, Burnaby and Vancouver. The system would supply water to 200,000 people. Six years earlier Richmond had attempted to bring in domestic water from Coquitlam. The request was for 4,000 inches from Lake Coquitlam but the Municipal Council of Coquitlam would permit only 1,000 inches.<sup>29</sup> The Council presented the new proposal to Richmond residents in a plebiscite which was approved by a majority of 86.

The plan did not go into effect so Richmond's water supply was uncertain for another two years. In 1909, the municipality entered into an agreement with New Westminster for that city to supply water to Richmond's boundary for \$125,000.00.<sup>30</sup> There was to be no maintenance cost for twenty years. After that date, Richmond agreed to bear the complete cost of maintaining the line from the boundary to the New Westminster reservoir, and one-sixth of the cost of maintenance of the line from the reservoir to the intake. To accomplish this a water by-law was passed in Council for \$275,000.00 to finance the construction of water mains. Richmond ratepayers approved the expenditure by a vote of 148 to 12.<sup>31</sup>

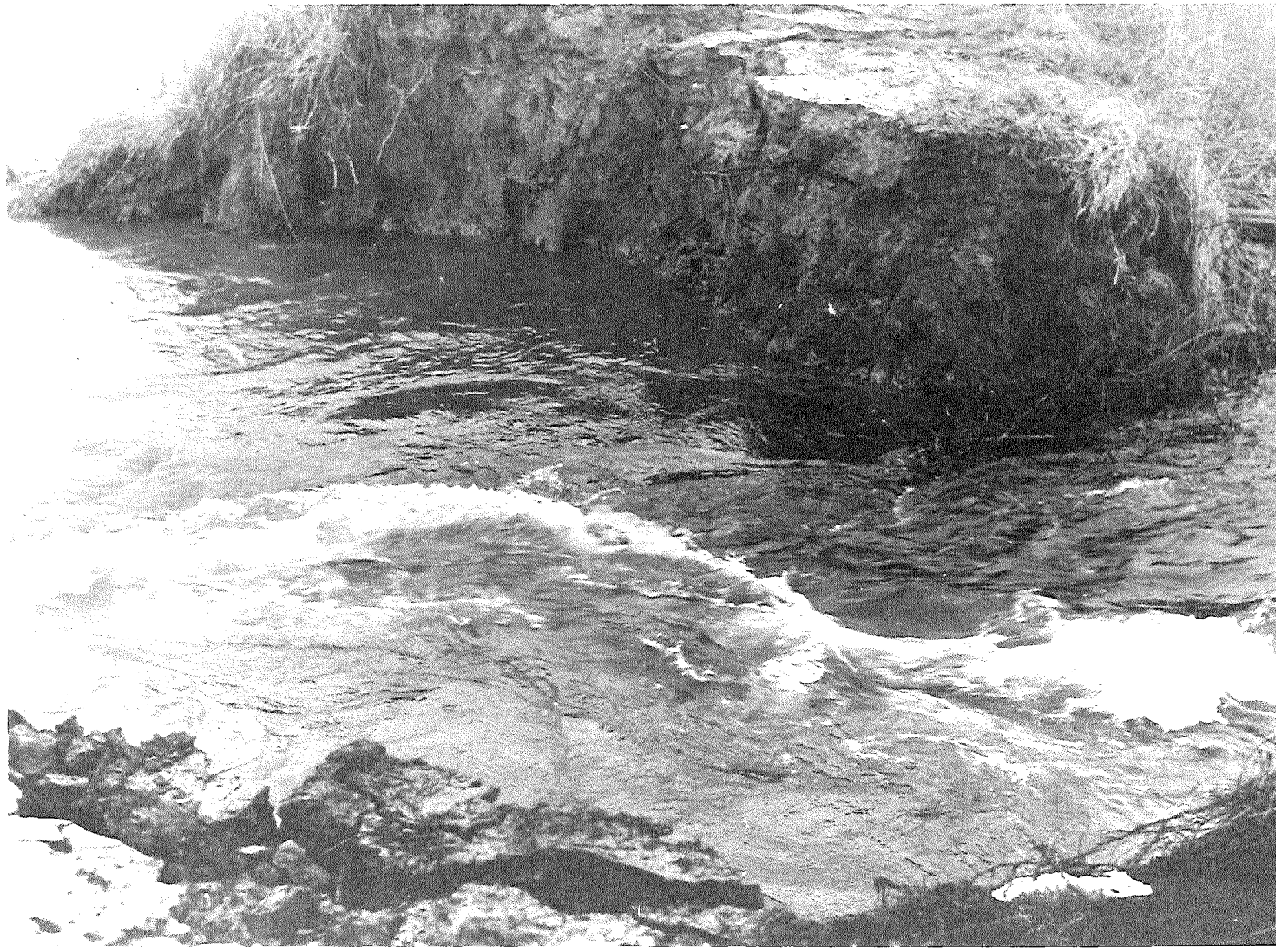
Early the following year, 1910, plans were underway for the installation of the water mains under the supervision of superintendent Austin Harris. Estimates and tenders were received on wire-bound wooden pipes, steel pipe valves and castings, all pointing to an early completion of a water system for Richmond.

The provision of adequate drainage facilities and prevention of flooding was just as important as the supply of fresh water for Richmond resi-

dents. Stories of the difficulties posed by the threat of flooding and inadequate dyking are numerous. Ida Steves remembers, "the early farmers put up hand dykes. They hired Chinese labour to dig them up with spades. Sometimes the water came right over. The highest tide when the dyke was broken never came right into the house, just up to the door. Sometimes we had to use a rowboat to fetch firewood . . ." <sup>32</sup> Heavy rains or flooding could ruin crops and destroy a settler's livelihood. Thus it was necessary for the municipality to devise measures to construct dykes, canals and ditches to prevent excessive water seepage and permit surficial run-off.

In the first years of incorporation the municipality had no means to finance such extensive projects so it relied on settlers dyking their own property and "without any joint action other than that every owner was glad to have a neighbour come in and join dykes with him" <sup>33</sup> A. R. Howse, of the Lands and Works Department, in a letter to the Colonial Office, in 1865, provides us with a measurement of early flooding: "some settlers at the mouth of the river have stated their intention of embanking their lands and Mr. McRoberts, who is

41. Breaks in the dyke were a familiar problem for many settlers.



a settler on No. 2 Island [Sea Island], has efficiently kept out the water by a bank three feet in height, from which I would infer the water never rises above 18 inches at spring tides".<sup>34</sup> Most of Richmond's earliest farms faced outward, toward the surrounding arms of the river which was the major transportation route and irrigation channel. However convenient such access to the river might have been though, the threat of flooding was also ever present. The municipality, therefore, needed to find means to control the annual deluges without incurring expenses beyond municipal capabilities. A failure to develop such a system could have been an obstacle to the attraction of new settlers or even the loss of existing population. Just that did occur according to one historian who has written that "great ease of clearing and generally greater fertility would have made the lowlands more desirable but for fear of flooding when the river was in freshet. Some of the early settlers, at great expense of money and labour, dyked their own, but most sought higher lands or faced the annual risk until settlement had advanced sufficiently for dyking to become a public undertaking".<sup>35</sup>

The provincial government of B.C. had however, through the Land Ordinance Amendment Act of 1873, tried to encourage settlement of the lowlying areas and to reward the efforts of those who dyked and improved their property through higher property assessment. Though supportive in principle, the legislature did not provide any greater persuasion nor financial assistance to the municipalities for dyking and draining their lands.

One of the municipality's first steps toward a programme of dyking was the construction of roads across Lulu and Sea Islands. With paths cleared through the islands, settlement farther from the river became more attractive. Interior acreage connected to the river by gravel paths was safe from river flooding. By application to Council, persons owning or leasing land along chartered roads were permitted to cut ditches and grade roadways with earth dug from the ditches. Municipal revenue could not, however, be allocated for the sole purpose of drainage and council was thus "careful when any drains or culverts were put in by owners of land to connect with the road ditches".<sup>36</sup> As a means to accomplish the same within the bounds of municipal authority, the municipality agreed to pay 10¢ for every cubic yard of earth graded into the roadway. Water from the ditches was controlled by floodboxes which regulated the flow of water at high tide by gates which prevented salt water from entering the ditches. A former dyking commissioner, Archie Blair, explains the mechanism,

... one must realize that these gates are delicately balanced on hinges which operate according to water pressure in the river. When the pressure of water

*in the river drops and is less than the pressure in the canals inside the gates, then the gates open and discharge drainage water into the river. The reverse action takes place when the pressure of the water in the river is greater than water inside the gate; then the gate closes preventing river water from entering drainage ditches and canals.*<sup>37</sup>

By 1883, the No. 2 Road ditch had been forged across Lulu Island. According to Thomas Kidd's account, a flood box had been constructed several years before by Sir Philip Clarke, with financial assistance from the provincial government. Mr. Kidd refers to this project as the "first government expenditure on these islands" and, in 1880, repair of the No. 2 Road flood gates was the first municipal work.<sup>38</sup> When ditches running east from No. 2 Road on No. 9 Road (now Steveston Highway) were dug in 1885, the cost was estimated at \$8.50 per chain for ditches ten feet wide on top, four feet wide at the bottom and four feet deep and for ditches eight feet wide on top, two feet wide at the bottom and four feet deep, the cost would be \$7.60 per chain.<sup>39</sup> At such a price the municipal council was anxious for both rapid construction of the ditches and governmental assistance. And the request to council by farmers and landowners grew in number and intensity. Often, as Thomas Kidd points out, the primary interest to settlers in road construction was the derivative benefit of ditches rather than the roadway. Of course, to children ditches were not merely drainage canals but the arenas for bullhead derbys and endless games of ditch tag as well as concert halls for the Brighthouse Band, as the many voices of bullfrogs were known. And with dyking and banking of the islands, the task of local improvements fast became an expensive proposition. In 1890 a drainage outlet at the northern end of No. 2 Road was petitioned for by twenty residents of the area. The landowners proposed that a large ditch, twenty feet wide on top, eight feet wide in the bottom and seven feet deep be built. After a survey was completed the ditch which was to run from the north end of No. 2 Road along its east side to No. 8 Road then east to No. 5 Road was begun, at a cost of \$10,000.00.<sup>40</sup>

By 1891 municipal funding of dyking had increased many times over; in that year \$50,000.00 was raised by loan for the dyking and improving of the area east of No. 5 Road and \$10,000.00 was allocated to the Steveston area for dyking and roadmaking.<sup>41</sup> A cost breakdown of the budget for the work in Steveston was as follows:

5,225 rods side ditching @\$1.25	\$ 6,531.50
174 rods side completing present dyke	348.00
400 piles furnished and driven @\$4.00	1,600.00
30,000 feet planking	1,170.00
34,000 feet [illegible]	442.00
	\$10,091.50

Despite the expense and time involved in such projects, it may be noted that such difficulties were, to many councillors and residents, more acceptable than the employment of Chinese contract labour. In 1885 the municipal council moved that white labour would be employed at all times except where they would not work for less than twenty-five per cent more than the lowest Chinese tender. The council further moved that a contractor could not employ Chinese labour nor re-let his contract to Chinese workers.<sup>42</sup> Therefore, road, ditch and dyking work was not always undertaken at the lowest possible cost, but rather, at the price the municipality preferred to pay.

The best efforts of all did not always guarantee success. Farmers and their families were often forced to contend with breakages in the dyke, malfunctioning floodboxes, and collapsing ditches. But the greatest villain was flooding. The delta of the Fraser suffered annual flooding in the spring and winter but often it was not serious. However, in 1894, the spring freshet sent water crashing through the bridge at Eburne and over the north side dykes of Lulu Island. Roads were washed out and crops destroyed. Even at that Richmond suffered little in comparison with communities in the Fraser Valley. Dykes were rebuilt and fortified; new ones were constructed in anticipation of future deluges<sup>43</sup> But four years later water again came rushing over the dykes. Mrs. Isabella Hall remembers water washing over her home taking with it the front door. The following day, after discovering the loss of all the chickens and other animals, the family had breakfast on top of their front door. When the water subsided Mrs. Hall and her family set about the chore of shovelling half an inch of dirt off the floor.<sup>44</sup> The next major flood within living memory occurred in 1905, which Archie Blair describes,

*The wooden side-walk on 2nd Avenue (in Steveston) was floating and areas behind the canneries were flooded. I also recall the flooding which took place at our home-site where our Jersey bull climbed on the floating foundation of a horse stable which was being built, and our little flock of sheep found the highest knoll of ground to avoid the flood waters.*<sup>45</sup>

The following year brought a new scheme for dyking the islands. A floating dredge was used to dig a canal 33 feet wide for sand and gravel to pack on the dyke. This was overseen by the Commissioners of the Lulu Island West Dyking District and the new Slough Scheme. The former controlled the dykes west of No. 3 Road from Francis Road including Steveston, Sturgeon Bank, Terra Nova and eastward to No. 4 Road excluding the property of Sam Brighthouse along the River Road, and then southward to Francis Road. The new Slough Scheme controlled dykes from No. 3 Road east to

No. 6 Road. Repairs to the dyke including the tax for construction were assessed by the Lulu Island West Dyking District at \$2.25 an acre to be paid over the ensuing twenty years; costs to areas administered by the new Slough Scheme were assessed according to benefits received by each farm. In addition to the fortified dykes the municipality also began construction on canals across Lulu Island on Nos. 1, 2, and 3 Roads.<sup>46</sup>

With the construction of canals across Lulu Island the major transportation routes were clearly delineated. Numbers 2, 3 and 4 Roads all ran north to south from settlements on the north arm to the South Arm Slough District and Steveston at the opposite side of the island. Sea Island, being much the smaller island was divided quite differently, with roads radiating outward from the northeast corner where the Eburne and Middle Arm bridges connected the mainland and Lulu Island. Settlement followed the completion of roadways as roadways were constructed to accommodate the settlers in various corners of the island.

For a long time the major transportation route was the dyke which gradually circumscribed the islands. Richmond's first Town Hall was built close to the dyke on the middle arm so that councillors rowing from the south arm could dock their boats and have a short, dry walk across the dyke to the hall. However pleasant such a walk might have been, it was long and not suitable for vehicles or animals. The creation of roads across the island was welcomed. In 1881, Richmond's major roads were gazetted, Nos. 1-14 excluding 10 and 11 (1-9 were on Lulu Island, 12-14 on Sea Island), 8 of which were surveyed by George Turner. However, this was not before a proposal had been made by Thomas Kidd to construct a dyke around Lulu Island which was wide enough to use as a road.<sup>47</sup> The proposal, made in 1877, prior to incorporation, was rejected, according to Mr. Kidd, because even though the provincial government owned a considerable amount of property on the island it was not willing to undertake such an extensive and expensive proposition. And although Richmond residents were anxious to have roads blazed across the island there was some opposition, principally because the provincial law which permitted the government to proclaim the establishment of roads did not prohibit local residents from improving the lands adjacent to the roadways prior to their construction. The concern was, clearly, the rise in land taxes and the cost to the municipality of these improvements, and not the improvements themselves. Indeed, like all municipal projects, roadbuilding was costly, which meant that much construction was piecemeal.

Money for roadbuilding was allocated through local improvement by-laws. In 1887 the municipality received a loan of \$30,000.00, a con-



42. Second Avenue in Steveston looking north from the dyke, 1898. The sign on the left reads "Auction Sale Today at 2 p.m. 100 Town Lots. Opera House". The Methodist Church stands in the back at the right.



43. Steveston Land & Oil Co. Ltd. stock certificate.

44. The Saturday night Salvation Army parade as it passes the Temperance Beer sign on Second Avenue on its way through Steveston.





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And affords great inducements to those who wish to build themselves up with the growth of a new town, and there is also a

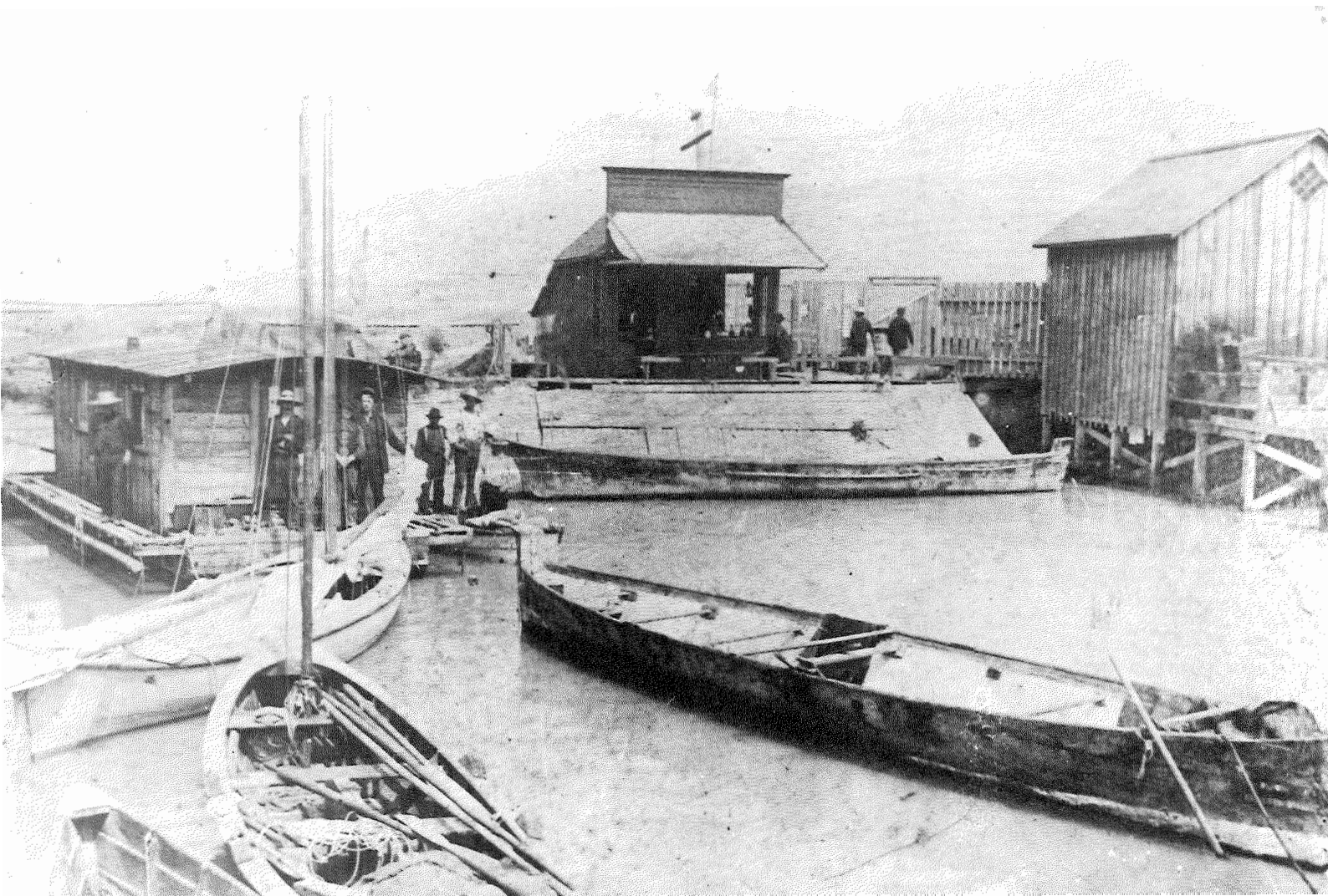
Splendid Opening FOR Capitalists

WHO WISH TO REAP BIG PROFITS.

45.

46.

47. Dyke-side saloon in Steveston. Note gillnetter (left) and canoe.



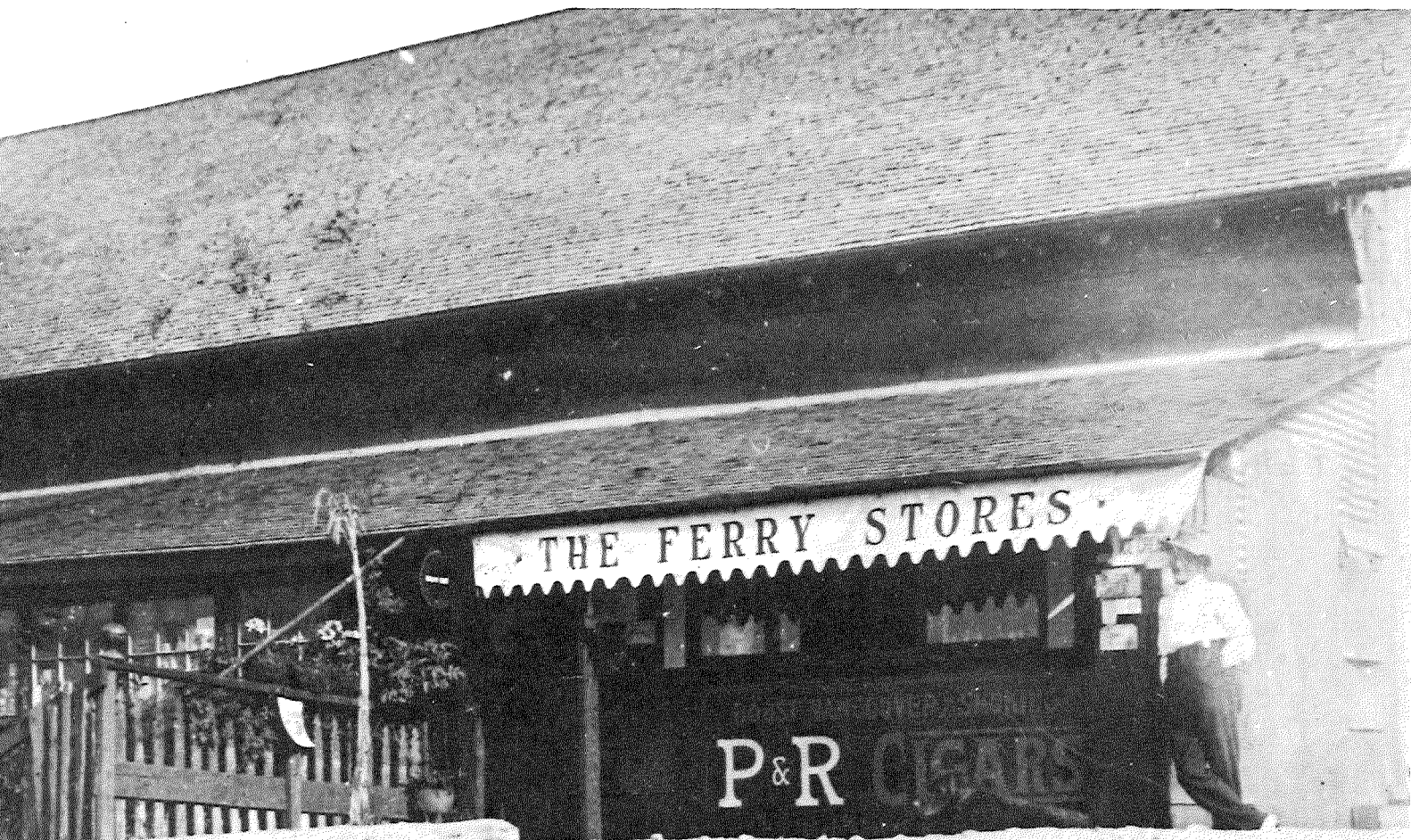
siderable portion of which was earmarked for road construction and improvement, including \$4,685.00 for roads on Sea Island (Ward A), \$4,650.00 for road improvement around Town Hall and \$4,685.00 to complete Nos. 1 and 3 Roads, No. 4 Road (running north to south) and No. 9 Road (running east to west) and to construct No. 6 Road.<sup>48</sup> The first road to have been completed was No. 2 in 1883 followed by No. 1 and then No. 3 Road which was built mostly in corduroy style. A corduroy road was laid with split cedar boards eleven feet in length and three to four inches in thickness which covered a sand base as deep as twelve inches in the centre spread to a width of eight feet with three inches at the edges. No. 9 Road even when completed was said to have been "like soup, deep mud, soft after the fall rains"<sup>49</sup> Thus, upkeep was as important as initial construction.

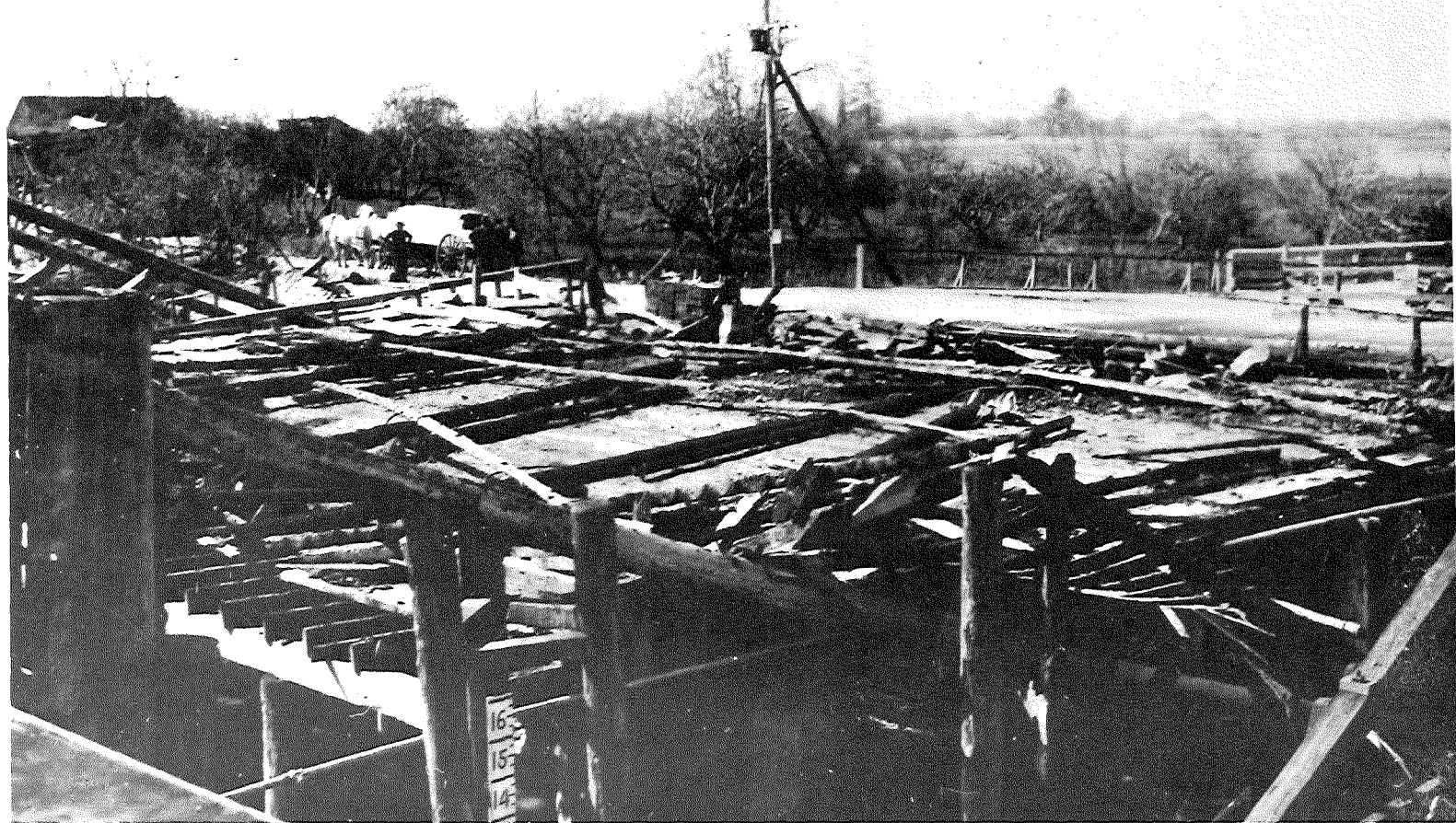
By 1893 the municipality was financially preoccupied with the construction of a bridge across the north arm but with the sale of debentures, felt able to pay road contractors George Oliver and the McLean Brothers and to make repairs and improvements to No. 2 Road, No. 5 Road, and No. 3 Road, all running north to south. In addition east-west roads were blazed and graded, encouraging settlement in the eastern section of Lulu Island. The need was so great that in addition to the con-

tracts for grading roads with gravel which were let to George Oliver, a contract was let for the laying of planks for roads, to the McLean Brothers. Plank roads were favoured as they were more quickly constructed than gravel graded roadways though all roads were subject to inspection by the road overseer, William Oliver. Fir planks were used, nine feet long, two and one half inches thick, which were laid on three by four inch stringers bedded jointly in the ground by five and a half inch spikes. Each plank was anchored by fifteen spikes. Roads which were planked included the wharf area in Steveston, Fourth Avenue (in Steveston), along No. 9 Road from Fourth Avenue to No 3 Road, and a distance up No. 3 Road and River Road on the Middle Arm. The River Road was laid with planks placed crosswise, while No. 19 Road (Westminster Highway), from No. 6 Road to the Smith farm in Bridgeport was laid with parallel planks to accommodate wagon wheels. In East Richmond, No. 8 Road from Westminster Highway almost to the dyke was planked.

Much of the gravel which was used for grading roadways came from Port Kells, for \$1.65 per cubic yard, and from Gilley's Quarry in New Westminster. The road base was laid with larger stones and rocks. Settlers could earn forty cents an hour hauling stones by wagons from quarries to road construction sites. Ships en route to Steveston to

48. The Ferry Stores at Woodward's Landing. More recent visitors to the area would recall the Ferry Inn which stood on the eastern side of No. 5 Road to serve travellers from the Woodward's Landing - Ladner ferry.





49. Woodward's Landing in disrepair. The landing was located at the south end of No. 5 Road.

load fish for overseas markets often brought rocks for roadmaking as ballast. Rocks were laid in layers with the smaller stones resting on top. The stones were then pressed firmly into the ground by a steam roller led by horses.<sup>50</sup> In the eastern end of Lulu Island, at No. 5 Road, the road base was levelled and made firm by pine trees which were laid in a crisscross pattern on the peat bog.

However, it seems that in their zeal to have roads built across the islands, municipal council, in contracting with the McLean Brothers, overstepped the powers allotted to them under the Loan By-Law. The snag was that council had determined to pay the McLeans from the sale of debentures but the Municipality Act, it was discovered, forbade payment for services already rendered from this source.<sup>51</sup> In order to pay the gentlemen, the council found it necessary to take from the funds allocated to other wards for similar improvements. The injured wards threatened legal action or "pains and penalties" if the monies were so disbursed. To evaluate the situation a committee was appointed to review the work done by the McLean Brothers the result of which was an agreement on the work done and therefore on the payment which was due the contractors. The municipality promised the McLeans that their salary would be forthcoming as soon as the money could be raised. The McLean Brothers decided to press their claim through a law suit, which they filed in June of 1892. The municipal council on the advice of their counsel, Mr. Jervis, agreed that the McLean Brothers should be awarded the judgment of \$4,970.27, if the McLeans would drop their claim of

\$2,620.00 for damages. In the end, the case was resolved by the passage of a private bill in the provincial legislature, drafted by the aggrieved McLean Brothers. Their petition read, in part:

*Your petitioners submit that under the circumstances it would be most inequitable and unjust that the Corporation of the Municipality of Richmond should repudiate their obligations after they have received the benefit of the performance by your petitioners of their part of their contract, and that your petitioners should be so long delayed in receiving what was justly due them, without receiving interest therefor, and that they should be put to such great cost and expense in collecting the said sums so due them.*<sup>52</sup>

The bill as passed instructed the municipality to "levy a rate upon all the rateable property in the municipality of Richmond sufficient to pay the said sum of \$2,328.94 or such balance of said sum as may remain unpaid."<sup>53</sup> Mr. George Oliver also threatened a law suit, but was persuaded by Municipal Council that the municipality would pay its debt without legal coercion and cost.

A request in 1889, for the construction of a trunk road across Lulu Island, was rejected by the provincial government on the grounds that the extensive expenditure on a bridge between Richmond and Vancouver provided sufficient government funding in the municipality for the year, though municipal council pleaded the "necessity of constructing a road across Lulu Island to enable the people of Delta and Surrey to get to Vancouver as soon as a ferry to Ladner was established".<sup>54</sup> Thomas Kidd points out, on this matter, that "if

Richmond did not make rapid progress it was not for lack of vision, hope, and persistent endeavour on the part of her councils".<sup>55</sup>

The ferry to Ladner was not the first ferry to sail from Richmond across the river to a neighbouring municipality. In 1882, J. W. Sexsmith began a small steamboat run to New Westminster. The *Alice* made daily runs carrying people, produce and mail up the river and back. Two years later Sexsmith sold his boat to Captain F. W. Stewart. In 1887, Captain Stewart built a new boat which was destroyed by fire soon after. To the Captain's regret, the boat was uninsured.<sup>56</sup> On the south arm the first dock was built at the Phoenix Cannery by M.M. English followed by a public dock at the south end of No. 2 Road. The wharf at Phoenix Cannery was, however, for the use of the cannery and not open to the public. London's Landing was built according to municipal specifications, sixty feet long and forty feet wide. The wharf was to extend outward, into the river until the pilings could be placed in ten feet of water at low tide. The firm of Wood, Turner, and Gamble prepared the building plans with Gilley and Mooney as the contractors after submitting a tender of \$1,054.00 and \$5.00 per piling not shown on the plans. Thomas

Kidd points out, rightfully, that the construction of the public wharf at London's Landing was a most significant improvement on the south arm, for it was able to accommodate boats sailing to and from Victoria and to provide a new depot for mail.<sup>57</sup> The Blair Brothers also constructed a wharf at the edge of the river on the South Arm for delivery and shipment of grain, hay and machinery to and from Vancouver and Victoria, as did the Grauers on Sea Island. The Grauers also had a store which provided local boats with groceries from the wharf, and larger steamers with farm products, hay and barley from the growers' farms.

In 1893 a site was purchased for a wharf at the southern end of No. 5 Road, to be known as Woodward's Landing. The municipality paid \$75.00 for three-tenths of an acre. To travel to Victoria, early residents had to cross to Ladner where they boarded a ferry to Vancouver Island. The *Enterprise* was one of the early boats which sailed to New Westminster twice weekly in the summer and once a week in the winter. Recording the memories of Ida Steves, Greta Cheverton writes,

*People from Ladner dressed up to go to New Westminster. People from Steveston didn't dress up for the trip. Steveston people were plain country*

50. Bridge at Eburne under construction, 1889. Among those pictured are the bridge foreman, Mr. Urquhart (standing on bridge with child in arm), and Captain William Stewart (leaning on rail under sign).



people. Somehow or other the Ladner people looked as if they had just come from the hairdressers, and their clothes were just so.<sup>58</sup> In winter, "the ice would cut the boat like a knife and we had to break the ice in front of the boat and bail out all the way over..."<sup>59</sup>

On one special occasion, a steam boat from New Westminster commanded by a Captain Myers, the *Adelaide*, was hired to transport a group of fair women and jocular men to a gathering in Richmond. The occasion was the opening of the Town Hall and was hosted by the warden, Hugh Boyd. Warden Boyd wished to christen the new hall by a great celebration of all Richmond's residents but the shortage of women threatened to dampen the excitement. With the co-operation of Captain Myers and Richmond's neighbour, New Westminster, the party was a great success. And all were reported safely returned to their homes.<sup>60</sup>

Other boats, which became well known on the lower Fraser, included the *Telephone* which made its way from Steveston in the morning to Westham Island and on to Ladner, then returning to Woodward's Landing and then up river to New Westminster. Also the *Edgar* and later the *Transfer* plied the river from Richmond to New Westminster. The *Transfer* brought a change to river boats, as it was owned by the Canadian Pacific Railway Company which absorbed much of the cost of operating the boat, thereby permitting lower fares for passengers and freight which undercut the charges of other boats on the river. In 1896, however, the *Transfer* was destroyed in the fire at New Westminster<sup>61</sup>

Transportation by water was not limited to river boats. The standard vehicle for settlers was the sturdy scow which was able to navigate the Fraser as easily as it manoeuvred the several sloughs crossing the islands.

On Lulu Island scows traversed Green, Woodward's, Horseshoe, Lee's, McDonald's and Hartnell sloughs on the south arm and Bath's slough on the north arm. Grauer and McDonald sloughs were on Sea Island. Hugh McRoberts put his scow to work hauling produce to New Westminster and taking his family across the river to visit the McCleery family and neighbours on the north arm. Scows did not lend themselves to pleasure sailing, however, having only the most basic equipment and outfitting and offering little protection from the rain or river spray, yet, so much a part of the transportation network were the flat bottomed boats that when bridges were constructed over sloughs their spans were designed to permit clearance by height and width of the scows. Travel by rowboat or canoe was not uncommon, if much more difficult. The Reverend Alexander Dunn describes the trip from New Westminster to the North Arm: "In the short days, North Arm was

seldom reached with daylight. If the tide was going out good speed was made; if coming in, progress was laboured and slow."<sup>62</sup> The Reverend Thomas Crosby survived an even more hazardous trip from Nanaimo to New Westminster in March of 1865.

*As the great sea swept over us, three of us were kept bailing out, while the other men managed the canoe. Every few minutes old Chilk would shout, 'Hold on! There is another great wave coming.' We would grasp the side of the canoe and hold on for fear of being swept out, and then to our bailing again every chance we had. Thus we dashed on over the mighty, angry waves while we came to the sand heads at the mouth of the Fraser, and were in danger of foundering on the bars.*<sup>63</sup>

Early transportation in Richmond was dependent upon horses and the horse-drawn wagons or carriages common to every fledgling community. Much farm labour was done by teams of oxen rather than by horses. But the memories of so many early residents always include fond remembrances of the family horse which was pressed into service as the family courier to church, to neighbours' homes and to market. However, until a regular system of roads was laid down footing was difficult even for horses. Mud, peat bogs and uneven land all contributed to the injuries of many a loyal horse. With the grading of roadways and the arrival of the blacksmith, William White, in Eburne on Sea Island and Ed Ireland, Cory and Howard at Steveston the life of Richmond's horses was much improved.

As difficult as it is to tally accurately the population of early Richmond, it is the more difficult to estimate the population of horses in Richmond beyond a simple assumption that their population grew after the installation of bridges between Sea and Lulu Islands and the North Arm, permitting transportation to Vancouver by land. From the time of Hugh McRoberts' settlement on, a bridge from Richmond to the north arm was sought.

From the earliest settlement of Richmond, its residents recognized the need for a transportation network to the mainland. Hugh McRoberts, the *British Columbian* of September 13, 1862, reported, was in favour of a bridge link across the north arm of the river but it was nearly thirty years before such a bridge was constructed.<sup>64</sup> Ferries and scows for many years provided the most regular contact for travellers and freight between Richmond, New Westminster and the mainland but a bridge would make that contact more frequent and available to many more people. Of course the cost to the community for the construction of a bridge was substantial and accounts, in large measure, for the wait of thirty years.

The minutes of Richmond municipal council for July 3, 1883, record the arrival of a letter from the Surveyor General of British Columbia which



STOP

indicated that the investigation of possible locations for a bridge had been ordered by his department. The survey was to be carried out by George Turner who had earlier surveyed roads in Richmond. The municipality had become so anxious for a bridge that, municipal council of 1883 bore a member who represented a ward where he neither lived nor owned property. More significantly, in the minds of voters, he was a strong proponent of connecting Richmond to the mainland by a bridge. As a well know resident, the member, Alexander Kilgour, was an authoritative voice on the interests of the municipality. In the same year there was also a provincial election which escalated the campaign for a bridge, drawing all the candidates to promise a concerted effort to encourage provincial government financial assistance toward the construction of a bridge. One of the more hesitant voices was that of Mr. John Robson, who successfully won re-election and was appointed provincial secretary. It was to the secretary that any appeals for provincial assistance would have to be made first.

The fever for a bridge abated slightly in 1887 with the uncertain prospect of any provincial monies. In 1888, however, the Council leaned toward a new tactic. Their strategy was to encourage the City of Vancouver to assist Richmond in addressing the provincial government. To that end Reeve Thomas Kidd and Councillor Hugh Youdall went before Mayor Oppenheimer and City Council to inform them that it seemed likely that Richmond taxpayers would be willing to approve a \$10,000.00 loan for improvements related to the construction of a bridge. Vancouver City Council pledged their assistance to Richmond, by hastening construction of a bridge across False Creek and a road through to the North Arm. With such support in hand, Messrs. Kidd and Youdall then approached the Provincial Government through the Provincial Secretary, John Robson. In their report to Richmond Council following these meetings, Kidd and Youdall described the attitude of the government in the following terms, “. . . if the corporation made a move in the right direction to help themselves, the Government would not be found indifferent to the urgent requirements of such an important section of the country”.<sup>65</sup>

The next step toward the bridge was the raising of local monies through a loan bylaw which was requested by Hector McDonald for approval of council in February 1888. A petition was circulated to demonstrate public demand for a bylaw to permit the municipality to seek a loan. The council prepared a bylaw and proposed that it be put to a vote on March 26. An attempt was made to have the vote overturned although it had passed by a significant majority of 38 to 7. The attempt was unsuccessful. The bylaw requested approval of a loan of \$30,000.00 of which \$10,000.00 was des-

ignated for the construction of two bridges, across the north arm from the mainland to Sea Island and across the middle arm from Sea to Lulu Islands. The bylaw requested the municipality to bear an assessment of 7/10 of 1% on each assessed dollar in order to cover interest payments on the loan and to create a sinking fund to pay the principal. Other financial arrangements included the sale of \$15,000.00 of debentures by tender which, on the basis of a twenty-five year life of 50% of the debentures and fifty years for the remaining 50%, were sold to W.C. Ward, who represented R. Greenfel of England.<sup>66</sup>

With the financial aspects of the bridge construction prepared, the municipal council's attentions were diverted to the co-operating governments, in Vancouver, Victoria and Ottawa. Provincial Secretary Robson made a tentative gesture that the provincial government would make ready plans for the bridges committing that government to the construction of the spans. However all such plans had to be fully approved and authorized by the federal government through the Minister of Marine and Fisheries and Commissioner of Lands, before any of the other cogs could be set in motion. Thomas Kidd, reeve of Richmond at the time and a strong proponent of the bridges, recalls the attitude of the provincial government trying to force the hand of Richmond by guaranteeing and approving plans and funds which were out of the hands of the local officials; he comments, “. . . the council as a body were prepared to overlook inconsistencies and to swallow humiliations in the meantime for the attainment of the object so keenly sought after by the people they represented”.<sup>67</sup>

By all accounts steady progress was being made on the construction of a bridge across False Creek in Vancouver and on the access roads to the proposed bridge sites on both sides of the river. Correspondence regarding the state of the bridge covered the council table. Late in 1888 discussion turned to tendering the bridge construction work. Leading contenders (bidders) for the contract were the Canadian Pacific Railway Company and San Francisco Bridge Company. However in April of 1889 the whole plan could have been scuttled if the municipality had been unable to raise an additional \$7,500.00 (that is over and above the original sum of \$10,000.00) to meet the lowest tender for the bridge made by the San Francisco Bridge Company. The council acted quickly to seek approval to raise the money as any delay could have meant the rescinding of the government grant which was available only to the 30th of June. A petition was circulated in the municipality pressing approval of the additional monies but council was less obliging.<sup>68</sup>

Council rejected the ultimatum of the provincial government calling it a breach of faith. After

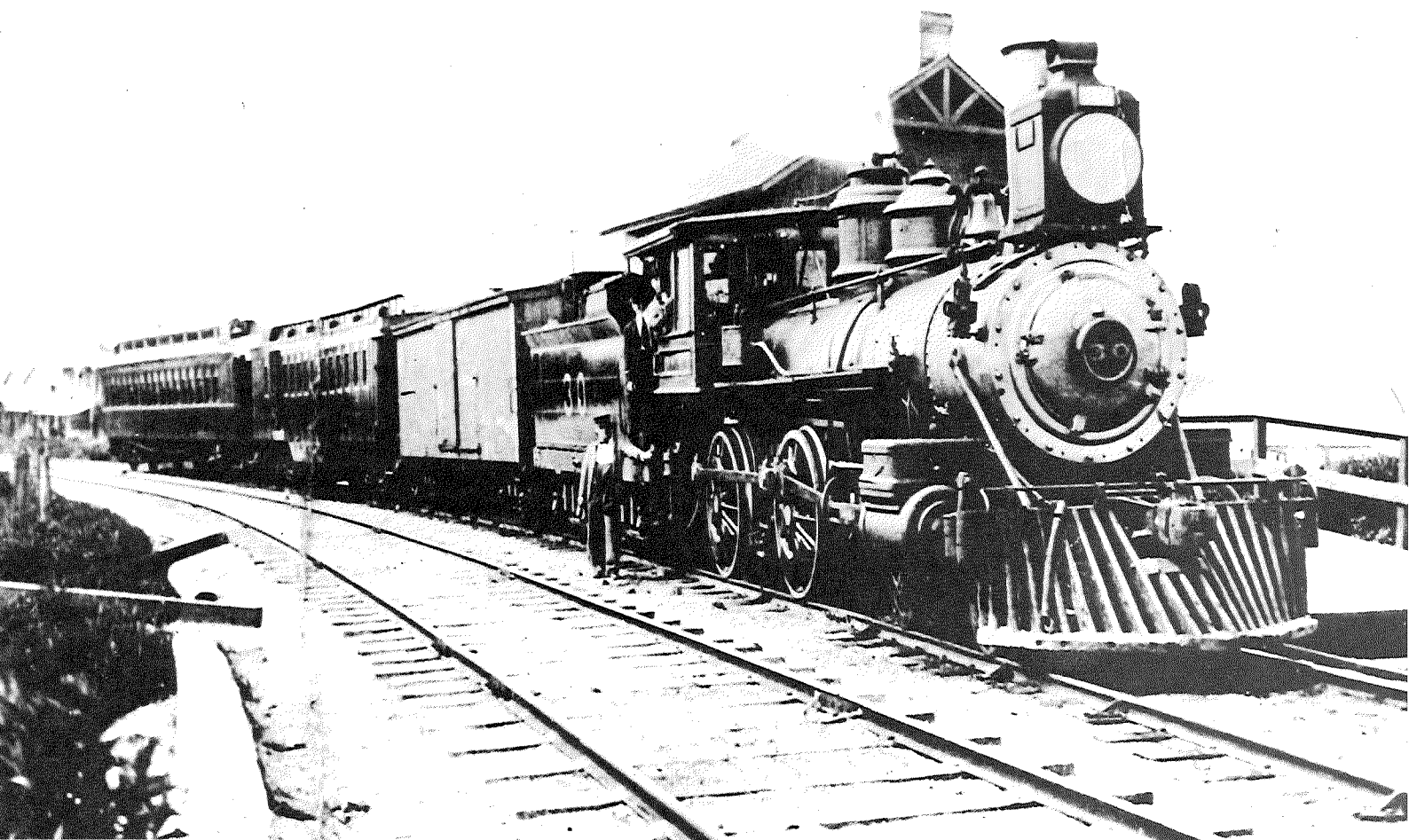
a debate by correspondence, both between Richmond Municipal Council and the government and between Reeve Kidd and the editor of the *Vancouver Daily World* newspaper, the controversy calmed down after assurances were made by the Provincial Secretary that while the approval of the \$10,000.00 from the provincial government did not extend past June 30th, an order-in-council could hold the funds for a further three months given that construction of the bridges could begin within the current fiscal year. The government also replied that it was willing to pay one half of the additional required monies from its general grant to the area.<sup>69</sup>

Another problem arose over the construction of a railway bridge which San Francisco Bridge announced they were unable to undertake because they had commitments elsewhere. So council approached the C.P.R. to complete that section of the project but that company refused to commit their services. Thomas Kidd remarks that, by this stage

in the situation, "the council now were getting tired of expressions of beliefs and hopes".<sup>70</sup> But in May of 1889, word was received from Victoria that construction would proceed when Richmond had placed her financial contribution in the provincial coffers. At last the bridge seemed to be getting underway.

But that was not to be the case. Vancouver, apparently, became wary of Richmond's ability to fulfill the agreement to build roads connecting with the bridge and to meet financial requirements. To the attack by Vancouver which reached Richmond as a resolution of their city council, municipal council replied in kind, with a lengthy denial of any breaches of faith. While Richmond clearly felt unjustly accused, the major concern was that the united front which Richmond and Vancouver had presented to the provincial government was now broken and Victoria might find new cause to delay construction. However, to save face and to demonstrate the anger which Vancouver's actions

52. A Canadian Pacific Railway train near Steveston, 1902. "The journey . . . is not at all interesting in a scenic sense. The country is flat in the immediate vicinity and never can offer any great inducement to the sight-seeing tourist."



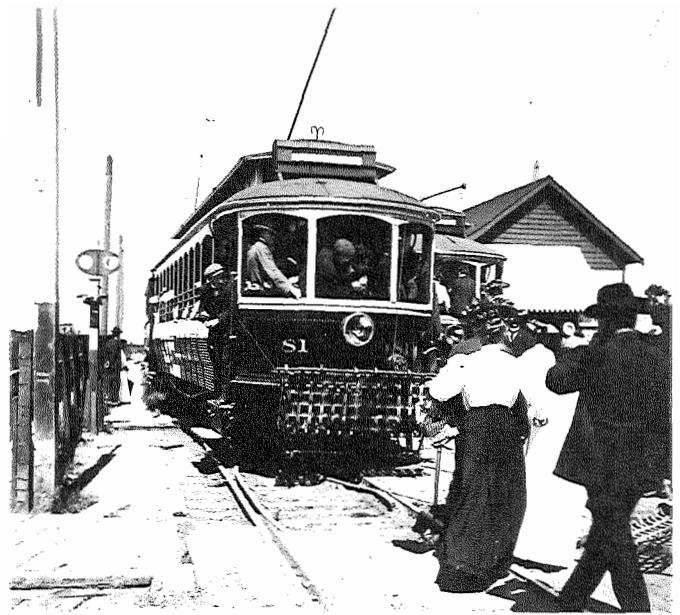


had provoked, municipal council returned the resolution of Vancouver City Council with their own resolution and a note stating that Richmond had not received Vancouver's resolution. With some nudging from less hostile observers, the situation cooled considerably and work on the bridge proceeded.

By November of 1889 the bridge was nearly completed. The next problem to address was maintenance and repairs: the municipality had agreed to pay for maintaining the bridge, operating the span and making general repairs to the span when the financial responsibilities were delineated by the provincial government. However, from the first, the municipal council did not feel fully assured that the span would withstand an ice floe in the river. When the bridge was completed Richmond determined to hire an engineer to report on the security of the span through the winter. Not all qualified engineers were willing, though, to put themselves in the position of criticizing the provincial government. One who was less fearful of government reprisals, Mr. R.P. Cooke, did undertake the inspection. In his report, Mr. Cooke and his assistant, J.P. Lawson, cautioned Richmond to establish clearly which of the participants should bear the liability for future maintenance, given the bridge's structural defects. Municipal council acting on this recommendation, made it known to Victoria that it felt the government was responsible for making improvements on the bridge to make it secure in case of an ice run.

How perceptive the inspectors and council were, for on January 3rd, 1890, after a great freeze had set in, the rising tide at the mouth of the Fraser brought a massive flow of ice crashing through the swing span of the middle arm Bridge. In the opinion of Archie Blair, the council was "in a good position to remark 'I told you so' but evidently it was too cold to attend a meeting (not having a quorum), so they passed up the opportunity to pass on the above remark".<sup>71</sup> Liability for the damage was accepted by the San Francisco Bridge Company who also ensured that they would repair the damaged sections and reinforce the piers to make them better able to withstand the pressure of ice in following winters. It was not until late in 1890 that the bridge was reopened, after a second collapse was repaired. Thomas Kidd writes, ". . . before the end of the year a thorough test of the bridges was made which satisfied the Reeve and Council and which brought to an end at last the long and anxious efforts of the Richmond Council, and shifted the anxiety on to the parties who were responsible for the trouble in regard to the construction of the North Arm bridges".<sup>72</sup>

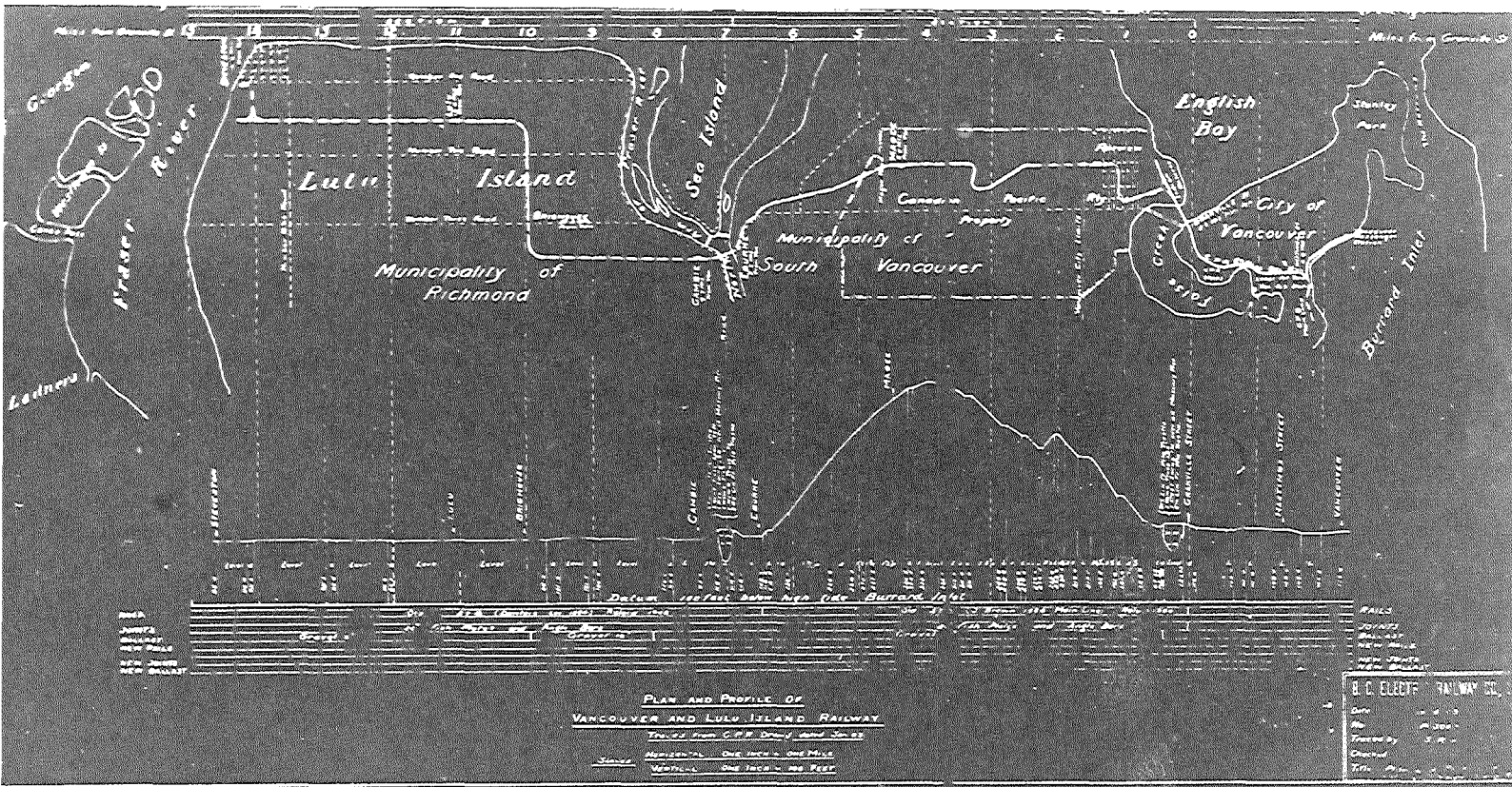
In the same year that the North Arm bridges were completed, another bridge to link the eastern section of Lulu Island to New Westminster was let



53. The B.C.E.R. at its Vancouver terminus

for tender and shortly after constructed. And in 1892 a bridge from No. 5 Road was requested, which would link Lulu Island with Vancouver across Twigg Island. It became known as the Fraser Street Bridge. The contract was awarded to James B. McGhie, who completed the project in 1894. In that same year the massive spring freshet which flooded much of the islands, also did great damage to the bridges. The force of the water rushing past lodged driftwood under the girders of the No. 5 Road bridge, and gradually broke off 150 feet of the span.<sup>73</sup> The Richmond Council appealed to the provincial government for financial aid, which the municipality so badly needed. Earlier in the year the government had withheld a grant of \$5,000.00 because the municipality had not completed the approach to the bridge. As if to add insult to injury, 1895 also brought a flood which wrought further havoc upon the municipality. Once again the provincial government was implored to offer assistance. The reply was a grant of \$1,000.00 toward the cost of bridge repairs which totalled \$2,497.76.<sup>74</sup>

Despite the repairs to the bridge in 1895, in the following year the No. 5 Road bridge was declared unsafe for heavy traffic. New regulations permitted only one team of horses with a loaded wagon to travel across the bridge at the same time and not more than five cattle and horses and twenty sheep or hogs could cross at a time. Even with these regulations council received complaints that teams of horses "furiously driven" across the bridge were causing damage to the span.<sup>75</sup> One such vehicle was the Vancouver-Steveston stage driven by James Mellis and later by his son Billy.<sup>76</sup> By 1898, repairs to the bridge had been completed, aided by another grant of \$2,500.00 from the provincial government. However the bridges were not free from future wear and tear. In 1906, partially from un-



54. Plan and profile of Vancouver and Lulu Island Railway.

familiarity with the new form of transport and partially from fear of past problems with the bridges, Richmond Council limited the speed of automobiles on the No. 5 Road bridge to three miles per hour.

The construction of the bridges changed many aspects of Richmond life, bringing the growing municipality into direct and more regular contact with the booming community on Burrard Inlet. Residents of Richmond were more easily able to transport their farm goods to market and return with dry goods, groceries and water, using their own wagons and horses for the entire trip. The seventy-sixth bylaw of the municipality, however, restricted the speed of animals and carts crossing the bridge to a walk. Nevertheless, municipal records for 1905 show that eleven violators were brought to the authorities charged with permitting horses to trot across the bridge and though such an infraction may seem minor today, maintenance of all the bridges was a costly and difficult task.<sup>77</sup>

In 1901 the provincial government had agreed to undertake reconstruction of the North Arm bridges and to assume full ownership and control if Richmond would maintain the structures for a cost of \$1,400.00 annually for forty years.<sup>78</sup> Thus within a few years Richmond's transportation network had taken shape and was on the way toward a well balanced system of financing and maintenance. A new element to the network was introduced by the Canadian Pacific Railway Company, the implications of which were as important to Richmond as the construction of the first road and the first bridge.

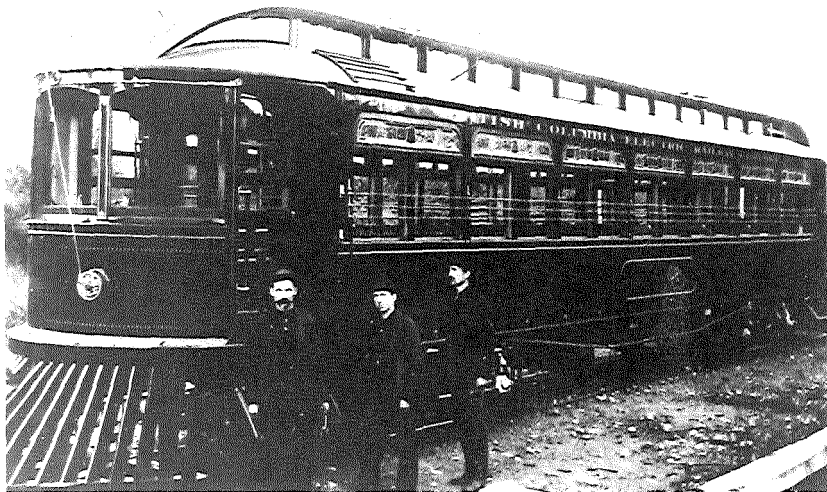
In 1893, the C.P.R. proposed the creation of a subsidiary company, the Vancouver and Lulu Island Electric Improvement Railway to serve the salmon canning industry which had evolved on

the southwestern shores of Lulu Island. The plans proved to be premature as the canning season was quite short and fluctuated from year to year, which would have meant use of the line would be quite irregular.<sup>79</sup> Nevertheless Richmond Council did lend their approval of the plan to construct, operate and maintain an electrical railway "on along and upon any public road or highway" for a period of fifty years. Council granted that construction should begin within one year "and be prosecuted with such energy and dispatch as will secure the completion, equipment and operation of said line from some point in or near the City of Vancouver to some point on the south side of said Lulu Island within two years".<sup>80</sup> However, there were other conditions imposed upon the Company to "employ careful, sober, well-behaved and prudent conductors and drivers as far as practicable, to keep vigilant watch for all teams, and on the first appearance of danger the car shall be stopped in the shortest possible space and time."<sup>81</sup>

The introduction of an electric lighting system and electric railway was very new in the province. The Vancouver Electric Illumination Company Limited was incorporated in 1887 and within three years street cars were operating in Victoria. Electric light was first installed in New Westminster in 1889 and two years later the Westminster and Vancouver Tramway Company was created from a merger of the Westminster Street Railway Company with the Westminster and Vancouver Tramway Company.<sup>82</sup> By June of that year construction had begun on an interurban line from New Westminster to Vancouver and the following year there were daily runs at 8:30 and 4:30 between the two centres, a single fare being fifty cents and return fare, seventy-five cents. However, after the novelty waned, so too did use of the railway which

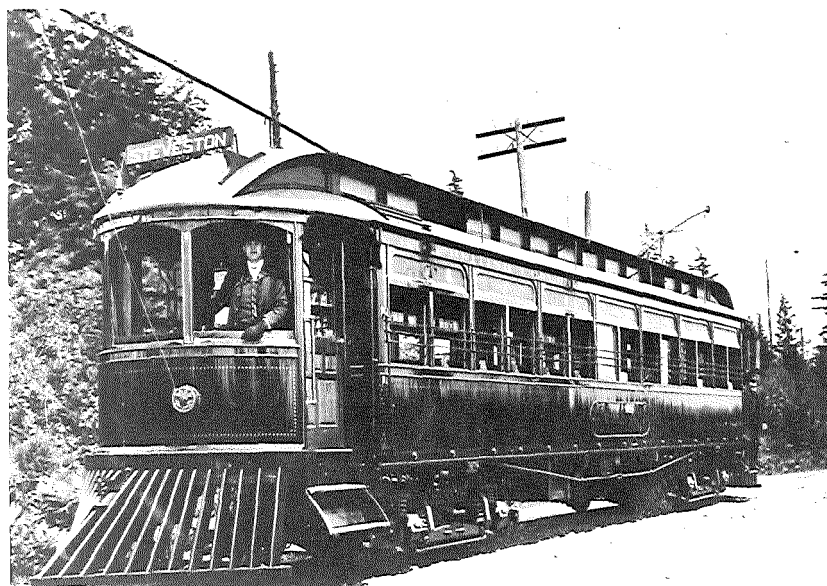


55. The interurban tram on its way to Bridgeport.



56. Early B.C.E.R. tram cars.

57. Enroute to Steveston



led to deficits of up to \$1,300.00 per month. In 1896 to rescue the company from financial ruin the provincial government passed the Consolidated Railway Company Act, to merge the Victoria, Vancouver and New Westmister Railway Companies. However difficulties facing the companies persisted. After the collapse of the Point Ellice bridge on Vancouver Island which caused the deaths of fifty persons in May of 1896, the Railway Amalgamation Syndicate withdrew its financial support of the railway company.<sup>83</sup> Although the company was acquitted of negligence in the accident, public faith had been destroyed.

On April 3, 1897, a new company was incorporated by the name of the British Columbia Electric Railway Company, under the direction of Robert Horne-Payne and Frank Bernard. The plan of 1893 had not come to fruition and so it was not until 1902 that a line was built to Richmond, by the C.P.R.<sup>84</sup> According to the research of Mrs. Greta Cheverton, the C.P.R. used No. 56 rails, a light rail which had been used previously in building the main C.P.R. line.<sup>85</sup> Within three years the B.C.E.R. began operation of the Vancouver and Lulu Island Railway for the C.P.R. using a steam engine. The line was designed to accommodate the canning industry. The train which transferred people to and from the several canneries which lined the riverfront in Steveston became known as the "Sockeye Limited". The transportation of freight for which the railway was also prepared was not undertaken very enthusiastically by the canners who feared damage to their product as a result of the additional handling required to move the cases of salmon from each cannery to the rail line which made only one general stop in Steveston. Also the canneries were accustomed to shipping their products by boat which was less expensive and more direct. It was soon apparent that transporting salmon by rail was only economical and practical for long distance shipping.

The shipping of farm products was another case altogether. The B.C.E.R. offered special rates on all agricultural commodities which persuaded many farmers to use the railway. In the early years of the line much of the railway's business was derived from the transport of agricultural goods but this edge was overtaken by business which was generated by the shingle and sawmills which sprang up along the north arm of the river.<sup>86</sup> In 1906 the line was converted to electricity. Experts proclaimed it "the best equipped electric line in Canada".

The electric railway ran from Vancouver to Steveston for over fifty years. Stations along the route eventually numbered eighteen, namely Tucks, Bridgeport, Sexsmith, Cambie, Alexandra, Lansdowne, Ferndale, Garden City, Brighthouse, Lulu, Riverside, Blundell, Francis, Woodward's,

Cottages, Branscombe, the Y, and Steveston.<sup>87</sup> The fares of 1905 were as follows: return trips between Steveston and Vancouver cost 85¢, between Eburne and Vancouver, 40¢, and between Steveston and Eburne, 45¢. On Sundays and holidays those fares were reduced to 75¢, 30¢ and 35¢. Clergymen rode for half fare and commercial travellers paid 60¢ for the return trip between Vancouver and Steveston. The route from Steveston to Vancouver was fifteen miles long, the intervening stations, Eburne, Cambie, Brighthouse and Lulu were eight, seven, five, and three miles from Steveston. Trams generally travelled at 20-25 mph although they were able to go 45-55 mph.<sup>88</sup> Even in the earliest days the trams faced "rush hour traffic, operating on a half hour basis to transport children to and from school and Vancouver workers to and from their Richmond residences. Children rode free but students of high school age paid full fare. Dellis Cleland has written,

*For Richmond residents working or continuing specialized or advanced education in Vancouver the 'boogie woogy' rhythm of the wheels appealed. Others found the trip through the agriculture fields soothing for sleep. For socializing on a Saturday night enroute to the movies at the Pantages or Orpheum in Vancouver, the tram was unequalled.*<sup>89</sup>

The interurban also served the community as a means of transporting milk to market and water to Richmond. It may be worth noting here that a distinction may be made between the interurban trams which served Richmond and the streetcars of Vancouver. The tram was a larger and faster vehicle than the streetcar.<sup>90</sup>

In the years between 1879 and 1910 Richmond undertook many civic projects to provide services to her growing population, including the acquisition of a water supply, a system of dykes and a network of roads as well as bridge links to the mainland and an electric railway for passengers and freight. The financing of these projects was an onerous task facing the several municipal councils which served over that period of time. Juggling the many needs of a growing community was a difficult task, for which many councillors found the rewards were insufficient while others found the challenges exhilarating.

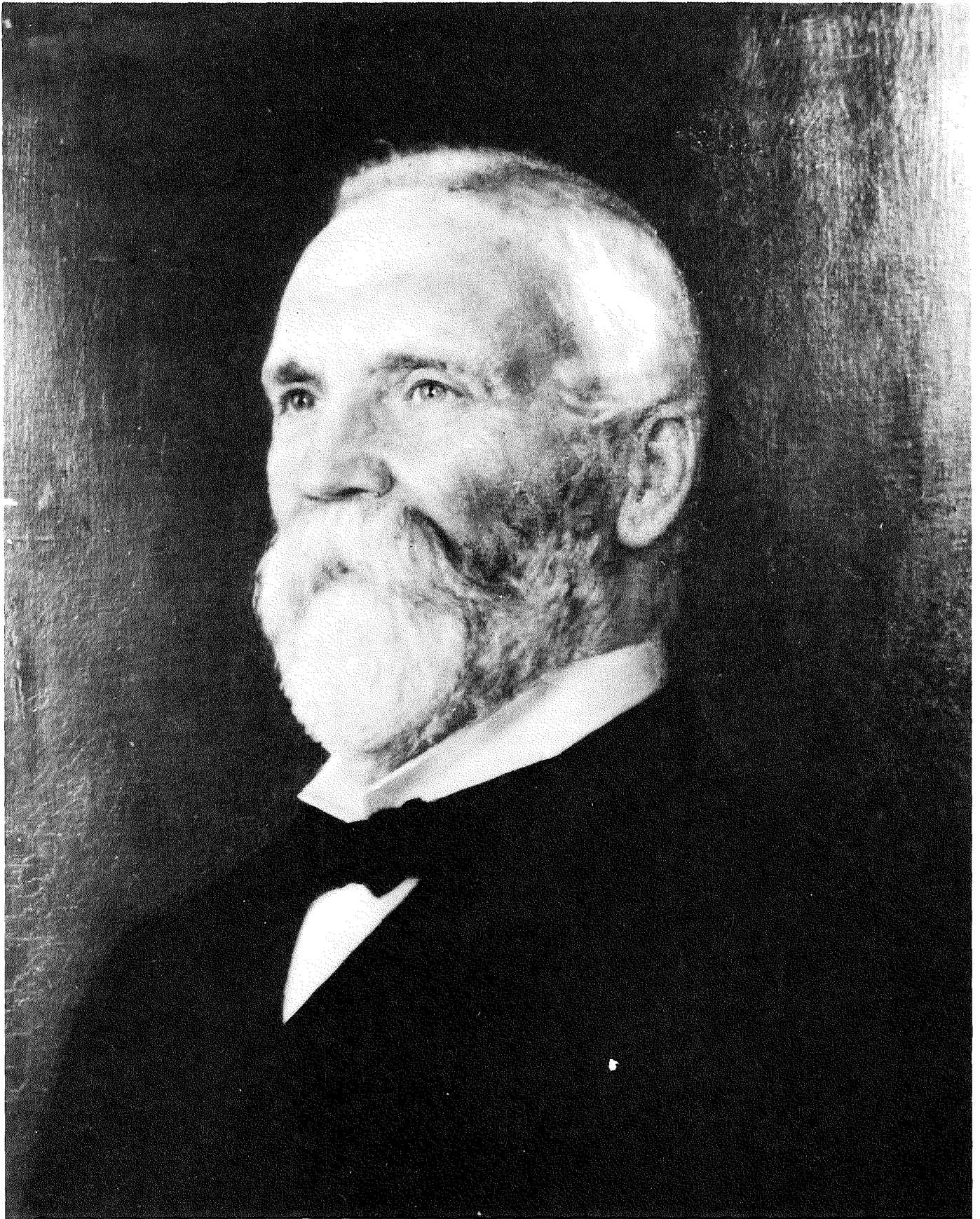
The first Reeve or Warden to serve Richmond was Hugh Boyd. Perhaps one should include Mrs. Boyd as his deputy for it was she who provided the earliest councils with their meeting room in her home. It has been suggested that Richmond was named in honour of Mrs. Boyd's home in Yorkshire, England, for her gracious hospitality to the municipal council.<sup>91</sup> However the warden soon sought to have a Town Hall built to house the Council chambers. To that end, in 1880 Sam Brighthouse sold five acres at the price of \$400.00 to



58. B.C.E.R. tram bound for Steveston, c.1908.

the municipality and tenders were let for the construction of a Town Hall. The contract was granted to James Turnbull a well known builder from New Westminster, from his bid of \$434.00. L.F. Bonson also of New Westminster provided the architectural plans for the building. The eventual Town Hall cost \$488.00 as extra work by James Turnbull came to \$40.00 above the original estimate and mudsills which cost \$14.00, had not been included in Mr. Turnbull's proposal. Insurance on the building was purchased through Mellon, Smith and Company.<sup>92</sup>

Other matters of direct concern to the municipal council were the creation of wards and the establishment of salaries for council members. The former issue was first considered in 1881 with the result that the municipality was loosely divided into three wards. The first allocation of funds un-



59. Portrait of Reeve Hugh Boyd presented to the municipality in 1947.



60. Portrait of Mrs. Hugh Boyd.

der the ward system saw Ward No. A, which included Sea Island, receive \$350.00; Ward B received \$535.00 and Ward C \$745.00. Ward B included the northern portion of Lulu Island, Ward C the South Arm and southwestern areas.<sup>93</sup> In 1890, however, the system was enlarged to five wards and restructured again in 1895 with Ward No. 1 to include Sea and Dinsmore Islands, and seven lots in Group 1; Ward No. 2 to include B4N, 71 and 72W on Lulu Island lying north of the dividing line between section 21 and 28 with its eastern limit at No. 3 Road and to include part of Section 29 in Block 5N and Block 6W, Ward No 3 to include

61. Richmond's Town Hall.



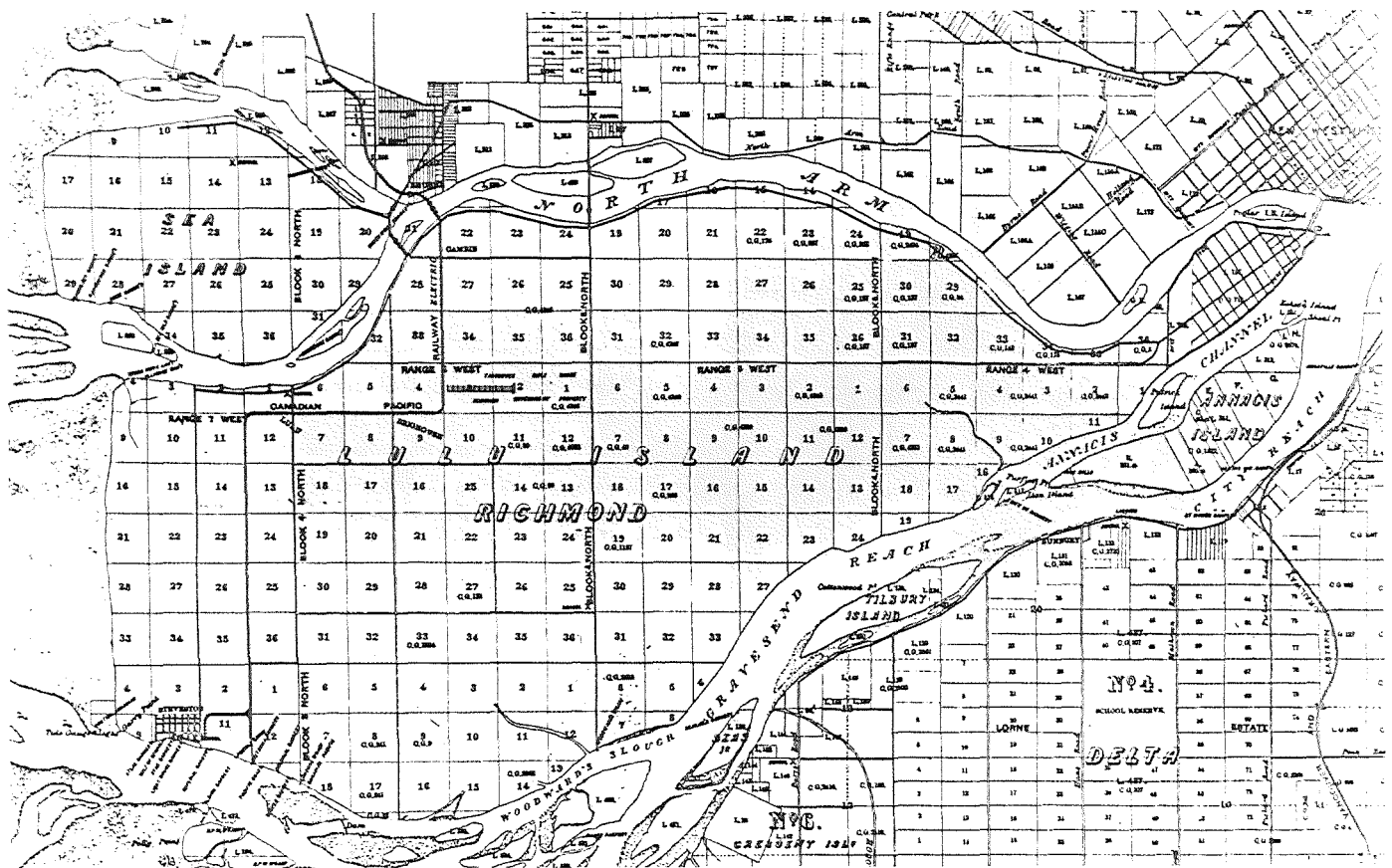
lands south of Ward 2 with No 3 Road as the eastern limit; Ward No. 4 to include lots 516, 517, 531, 532, 533, 534, 535, and 548 which all lay south of Wards No. 2 and 3; and Ward No. 5 which lay north of the fourth Ward included lots 459, 527, 528 of Group 1.<sup>94</sup> The ward system was enacted to provide equal representation on the municipal council. It was maintained until the 1940's. To encourage those who were elected to attend council meetings, the councillors granted themselves, in 1891, a salary of \$2.00 per meeting, the total for the year not to exceed one hundred dollars. In 1894 the system was altered to a payment of one hundred dollars from which four dollars would be deducted for each meeting which was not attended.<sup>95</sup>

Like all communities, Richmond had to meet certain specific needs of the community as a whole or of a particular district or group of people. In 1895 Council employed David McKey to build a Court House in Steveston. Five years later a resident of the area, J.G. Hutchinson complained of unfair methods used to distribute municipal patronage. The council minutes do not record how the council replied to the charge nor the cause of Mr. Hutchinson's complaint. Other matters of importance to the community of Steveston, with which the municipal council dealt, include the approval of a bylaw to levy special rate of twelve mills on the dollar of the assessed value of all the real property in the townsite in order that \$1,000.00 might be raised for the establishment of a Fire Department. John D. O'Neill was appointed Fire Chief. The new fire department was equipped with a fire engine purchased from the Victoria Fire Department for \$400.00. The engine had 300 feet of fire hose to which was added 200 feet of new hose.<sup>96</sup> And on October 3, 1896, A. Lafond with seven other residents of Steveston, requested the permission of Council to allow cattle to run at large in Steveston, although in 1880 a bylaw had been passed to prevent hogs from running at large.<sup>97</sup>

Another act of the municipal council which

62. Richmond's Community (and agricultural) Hall.





63. 1905 map of a portion of New Westminster district showing legal divisions.

affected Steveston was the opening of the Steveston Club in 1895. Thomas Kidd writes of this and other clubs in Steveston that "mutual recreation and improvement" as generally understood, was not the leading motive of most of those who became members.<sup>98</sup> In the following year that suspicion became fact when a citizen petition was circulated requesting the closure of the clubs and the granting of liquor licences to the growing number of hotels in the Steveston area. The licences were not granted that year on a procedural matter but, by authority of the Licensing Act, the hotels were permitted to apply for the licences after twelve months. In 1899 the clubs of Steveston approached disappearance while the hotel liquor business began to thrive. In that year licences were granted to the following hotel proprietors: Harry and Mary Lee, Sam and Mary McHugh, A.J. Mitchie, Mrs James McDonald, and the Messrs. Twigg, J.E. Insley and Young.<sup>99</sup>

Although it would be impossible to cite all the issues which came to the attention of the municipal council either by the investigation of the council's members or by citizens' petition or complaint, a sampling of the resolutions of council over the period of Richmond's first decades may help to show the variety and range of their concerns. In 1895 the council received word of the destruction to fields, ditches and dykes by muskrats which prompted the members to set a bounty of ten cents

for each muskrat destroyed and the tail brought to the Town Hall.<sup>100</sup> It is also reported that this bonus was the more profitable for some observant children who took the tails from a table by an open window and resold them to the officials.

To maintain order in the municipality (but not to punish muskrat tail thieves) it was necessary for Council to appoint a police chief and deputies. The first police chief appointed in the municipality was Herbert Drummond who was assigned to Steveston in 1891. The years 1894-95 saw particular attention being given to the provision of adequate policing of the municipality. In 1894 William Green applied to become Police Constable to replace Chief Constable Owen, but the following year the competition had broadened, to include George Wright, R.H. Abercrombie, J.H. Brighthouse, William Cameron and the successful candidate, Thomas Calbrick. Calbrick was reappointed in March of 1896 less than a year after his first appointment, with the additional task of appointing two assistant constables. It is clear that by this time the need for police was growing which led to the division of the municipality into police districts. R.E. Julian made application for the position of Constable for the north arm in 1896; Alex Main became constable for Steveston the following year. A constable's salary in 1892 was \$60.00 per month but reduced to \$40.00 per month in 1894; in 1897 Alex Main received \$75.00 per month.<sup>101</sup>

In addition to the problems of the community which the police were called upon to solve they faced problems of their own in 1900 when all police records were seized and examined for evidence of policemen taking payments from Chinese merchants for allowing them to sell liquor illegally. The police chief was suspended for his involvement and a new chief, John McAllister was appointed. Troubles in the force had surfaced even before that. In 1895, police in Steveston requested a new jail, as it was discovered that too many people possessed keys to the jail, for its security. And in 1899 problems in the force caused the removal of Alec Ross as constable though the council minutes do not specify the precise cause of his firing.<sup>102</sup>

The problems of the police force were even greater the following year. On April 14 of 1900 the chief, Alex Main, was murdered. The chief met his death by a brush hook, a crescent shaped steel bladed instrument used for cutting small brush. His murderers were three Chinese men, Chungu Chung (or Chung Chee-Chung, Yip Leck (or Yip Luck) and Kung Wong (Ah Wong), although the crime was not premeditated. It seems Chief Main had gone to the cabin of Yip Leck to investigate the theft of some tools. While examining a suspicious pair of overalls he was struck from the rear by the brush hook. The chief's dog was also killed and buried with its master. The guilty men were discovered although not all stood trial. A reporter from the *Vancouver Province* minced no words to express his verdict,

*'Yip Leck is one of the ugliest looking specimens of a bad Chinaman ever landed in British Columbia. His face is of the blackest of his race, his upper teeth protrude, his eyes are fierce and his hair is like that of a barbarian . . .'*<sup>103</sup>

In 1902 a police report which catalogued the number of arrests, fines and sentences for drunken and disorderly behaviour, illegal gambling and assault prompted the passage of a public morals bylaw. However the provincial government refused funds to be allocated to Steveston in 1903 to build a courthouse and jail. Robert McBride was appointed and resigned his commission as the Chief of Police in the same year. Mr. Murchison was suspended for failing to reduce the number of gambling houses and brothels. He was replaced by Mr. Malcolm Morrison who vowed to remove the gambling houses and prostitutes from Steveston. The police report of 1906 stated what may be more of an indictment of many communities than praise for Richmond. It announced, "the resident municipal population is just as morally clean as any to be found in the civilized world". By 1909 it was reported that the municipality had 76 gaming houses. The police requested the purchase of six batons, three revolvers and three flash lamps.<sup>104</sup>

Municipal responsibilities did not end with

the physical completion of such projects as dykes, roads, and the railroad. It was also necessary to maintain these public works, to inspect, guard and repair them. In 1880 E.A. Sharpe, Hector McDonald and John Ferguson were assigned to the task of fenceviewing, which entailed the maintenance of fences between properties, and the "construction, opening, maintenance and repair of ditches and watercourses between adjoining lands".<sup>105</sup> In the early settlement of the community the demarcation of land and the maintenance of drainage ditches were very important tasks, and not entirely without conflict. Correspondence between Judge H.P.P. Crease, who served in Victoria, and J.W. Sexsmith, his neighbour on the north side of Lulu Island, outlines the arguments which arose over the division and improvement of property. In response to a request by Crease that he dig a ditch from the fence to the dyke which would not obstruct Mr. Crease's property, Sexsmith replied.

*Now to make it plain I will say what I will do. I will dig a ditch four feet wide at the top one foot at bottom and three and a half feet deep, dyke same dimensions as ditch. The fence I will put on the dyke, posts eight feet apart rails sixteen feet long ditch on my land, dyke on yours for \$1.25 per rod each to be a half the expense and always to be used by both parties for draining their land. Said dykes etc. to commence at your ditch along road cross your land and continue between lots 28 and 33 the entire length of the lots. I put the price a little higher as I have concluded that a ditch of such size as we talked of should not be sufficient to drain both farms efficiently, you to pay \$20.00 per month until your half's paid payments to commence when one fourth of the work is done.*<sup>106</sup>

The dyking, fencing and improving of the properties of Messrs. Crease and Sexsmith continued for several more years, always under the eye of the fence viewers. Although there was some disagreement over the manner of Sexsmith's work and the rate of Crease's pay the issue was never taken to court. Other fence viewers who served Richmond in its first decades include William Nicol, Thomas Kidd, William London and Duncan McDonald.

Another municipal guardian appointed by the municipal council was the pound keeper, charged with retrieving stray animals and caring for them until their owners found them or they were sold at auction or destroyed. Complaints of irregularities in the pound's procedures arose when it was suspected that the pound keeper was taking animals into the pound which were not running at large but tethered within their own yards.<sup>107</sup> The establishment of a pound served many purposes; the removal of stray animals from the municipality's thoroughfares prevented traffic mishaps and



damage to municipal and other private property, and it prevented, to some extent, the spread of germs and disease between farms. Assisting the pound keeper was the municipal health officer.

In 1891 the municipal council appointed a health committee to document any disease or epidemics in the community. Five years later a permanent health officer, Dr. R.R. Robertson, was hired at a salary of \$50.00 per six months.<sup>108</sup> The following year although there were thirty-eight cases of typhoid reported, twenty-six of which were diagnosed among the Japanese of Steveston and twelve among the Indians, the health officer, Dr. Glendinan, reported that Richmond was free from contagious or infectious diseases. Tuberculosis became a threat to cattle on the islands in 1900 which prompted the health officer to recommend the vaccination of school children to prevent the spread of the disease. He also oversaw the destruction of many cattle in an attempt to prevent the spread of the disease. The municipal council appealed to both the provincial and federal governments for compensation for these losses. Three years later the council requested from the senior governments funds to build a sanitarium for tuberculosis patients.<sup>109</sup> The money was not forwarded leaving the health officer to rely upon his own efforts to eradicate the disease.

In 1902 two cases of diphtheria were reported in Steveston leading to an investigation of the cannery shacks. The buildings were found in a deplorable condition, rife with filth and no doubt the breeding grounds for infection and disease. Despite the health officer's fears about sanitary conditions in the work areas of Steveston in 1909, he was able to report only two cases of scarlet fever and fewer cases of typhoid fever amongst the Japanese. However, the following year there was once again cause for alarm with another outbreak of typhoid fever in Steveston, traced to diseased salmon found in the canal at the southern end of No. 1 Road. There were also three cases of infantile paralysis amongst Japanese children.<sup>110</sup>

It would be wrong to minimize the gravity of the illnesses which the health officer confronted in the municipality, many of which were highly contagious. However, it is significant that the outbreaks of typhoid fever, diphtheria and other disease were kept in check by the health officers despite the conditions of many residences, work areas and public places and with only the most rudimentary of medical supplies and facilities. To ease the work of the health officer, the municipal council passed a Public Health Bylaw in 1897, calling for the payment of five dollars per six months for a night scavenger. The bylaw read, in part,

*No privy vault, sink or private drain shall be opened to said licensed scavenger nor the contents thereof disturbed or removed between the hours of seven*

*o'clock a.m. and ten o'clock p.m. of any day, and the contents thereof shall be disposed of as the Health Officer may see fit to direct. A licensed night scavenger shall receive for each cubic foot of the contents removed from any privy vault, sink or private drain or cesspool by him cleaned, a sum not to exceed twenty-five cents per cubic foot when the box contains more than two cubic feet and fifty cents for a box containing two cubic feet or under.<sup>111</sup>*

However one sector of Richmond's population was not entirely convinced that they were receiving the best health care available so they began to raise funds to establish a hospital. The hospital, the Japanese Fishermen's Hospital, was built as a chapel school and a hospital and was financed by the Dantai, the fishermen's association. It was prompted by the observations of U. Yamamura, an American dentist who, on a visit to Steveston, was disturbed by the working conditions at the Phoenix Cannery. In 1898 the Japanese Consul, Tatsugoro Nosse addressed the association,

*This hospital, which gives treatment to the sick in summer and becomes a church and school in winter, was built two years ago for about \$2,000. Before that, all the Japanese had to go to the white people's hospital where they experienced not only handicaps caused by lack of knowledge of the language, customs etc, but also humiliating treatment.<sup>112</sup>*

There are conflicting reports on the date of the hospital's construction. According to the Consul's speech it was built in 1896 but another source states 1898. In 1900, the Japanese Fishermen's Association became the hospital's administrator. The hospital cared for Japanese and white patients alike, charging only a membership fee of \$8.00 per family.

Overseeing the changes was the municipal council whose shape and outlook changed annually. The first councils serving the municipality included the well known settlers Alexander Kilgour, John Ferguson, John Errington, Thomas Kidd, Manoh Steves, W.J. Scratchley, Walter Lee, James Smith and James Miller. Council membership shifted over the years although, even by Richmond's second decade many names from the Council's earlier rosters still appeared, including John Errington, William Herbert Steves, Thomas Kidd, Duncan McDonald and Michael Brighthouse Wilkinson. With the institution of a ward system came the identification of council members by their ward; Steves from Steveston, Blair and Whiteside from the South Arm, Errington and McDonald from Sea Island. It is also apparent, from an examination of the records of council, that several members passed on their interest in political affairs to their brothers, sons, nephews and grandsons. In 1883 Sam Brighthouse was a member of Council; in 1895, his nephew

Michael Brighthouse Wilkinson served as a councillor.<sup>113</sup> Manoah Steves served for two terms and later William Herbert Steves, his son and still later, in more recent times, Manoah's grandson Harold L. Steves, Jr. have all been members of the council. John Blair served for several terms beginning in 1889; his nephew Archie also served for many years from the Second World War on and at the time of Richmond's entry into her second century, Archie's son Gilbert serves as Mayor of the municipality. The heritage of public service by several generations of Richmond's families does not end here; indeed the list is long and colourful.

Following Mr. Boyd as reeve of Richmond was Michael Clarke. As Hugh Boyd retired from municipal service, the councillors who served with him honoured him by a special resolution which read,

1. *That the thanks of this Council and the community are due to Mr. Boyd for the able and impartial manner in which he had uniformly performed his public duties and that we sincerely regret his determination to withdraw from the office.*

2. *That this Council although deprived of his services as presiding officer, will never cease to remember, with gratitude, the interest he has always taken, and still continues to take in its prosperity.*<sup>114</sup>

Mr. and Mrs. Boyd remained in the municipality until 1887 when they returned to his homeland, Ireland, but not before Mr. Boyd had been awarded a medal for the best wheat grown in the British Empire at the London exhibition honouring Queen Victoria's Golden Jubilee — an honour for a fine farmer and a testament to the fine soils and climate of the lower Fraser River.

During Hugh Boyd's tenure there was no competition for his position nor were there many candidates for council, but the assumption of the reeve's chair by Michael Clarke was quite a different affair. At one of the closing meetings of the council in 1885, in a discussion of the forthcoming election, Michael Clarke allowed his name to stand in nomination for reeve. Clarke apparently planned to withdraw his name when other names were submitted, but none did and Clarke became Boyd's successor. Clarke was somewhat dumbfounded at his election, but managed to serve his term capably. Thomas Kidd, a friend of Clarke and observer of the council's activity, offers the following pencil portrait of Reeve Clarke:

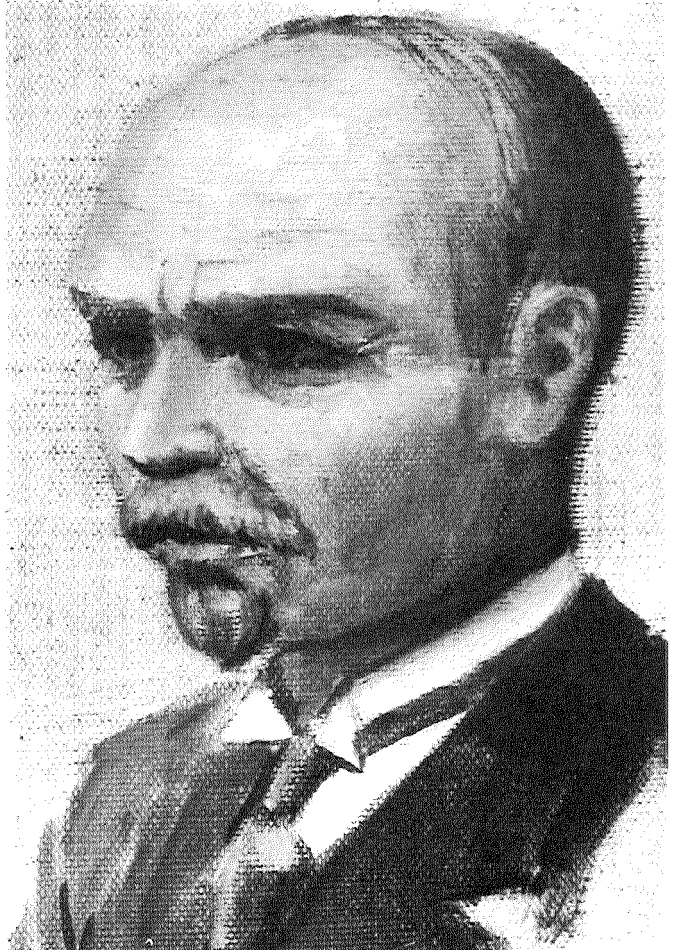
*He was by nature very sociable and as the liquor saloon was the easiest place to find companionship he was led into periodical excesses in the use of intoxicants . . . Michael Clarke was a man of medium size with dark brown hair and whiskers, but when elected reeve was distinctly bald and his beard turning grey . . . And who knows but that with better opportunities for a literary education he might have figured in a higher plane among his*

*fellowmen. As it was he had read widely and could uphold his side in a controversy with considerable ingenuity . . .*<sup>115</sup>

Thomas Kidd himself served as reeve of Richmond for two terms, 1888 and 1889, first following, and then followed by, J.W. Sexsmith. Just before the final term of Sexsmith came the resignation of the municipal clerk and Sexsmith's brother-in-law, O.D. Sweet, who had served from 1884. The position of clerk was determined by tender. In 1880 the first clerk, Samuel Miller, had submitted a tender of \$80.00. Bids were also received from S.F. Walker for \$100.00, and from O.D. Sweet, Miller's successor, for \$150.00. When Sweet assumed the position his salary was set at \$175.00. By 1888 his salary had risen to \$200.00 plus 10% on road tax collections. The position had also expanded in scope to include municipal assessments and tax collections.

Following O.D. Sweet in the position of clerk was Thomas McRae for two terms, followed by R.H. McClinton for one, and in 1895, by A.B. Dixon who served until 1907. These gentlemen served with Reeves Sexsmith, B.W. Garratt, Duncan Rowan, Michael Brighthouse Wilkinson and James Tuttle. The years represented by the service of these men were ones of growth, both physical and fiscal, but there were problems associated with

64. Portrait of Reeve Michael Clarke.





65. Reeve J.W. Sexsmith

such growth. In 1892 the Letters Patent which had been issued in 1885 (following an expansion of municipal limits) were suspended following an election against which charges of irregularities were laid.<sup>116</sup> The election was called again with the lifting of all restrictions upon eligible electors and the removal of any limitation of wards which had caused the violation of the Municipality Act and therefore, suspension of the Letters Patent. With the new election, the Letters Patent were restored to the municipality. In 1893, however, the suit of the McLean Brothers against the municipality for payment of road construction, along with a reported overexpenditure of monies in two wards and the carryover deficit from 1892, of \$7,000.00 had become major concerns. At an early session of council, furthermore, the just retired Municipal Clerk, O.D. Sweet was accused of withholding municipal funds, while the municipal bank account had become overdrawn by the cashing of several unauthorized cheques. But Clerk Sweet was not the only person to come under attack. The cost of work on the Steveston jail, completed in 1893, totalled \$250.00, fifty-five dollars more than the contractor's first estimate; \$50.00 was paid out by the municipality by the previous Reeve and secretary of the council to an unspecified recipient without the necessary order in council; and \$5,000.00 was paid to contractors for work not yet completed.<sup>117</sup> Among other grievances aired in council was the charge that work on roads had been undertaken with greater vigour in some areas to the benefit of certain councillors. Various municipal works in Steveston were also criticized as having been done in a careless manner. Within the



66. Reeve B.W. Garratt

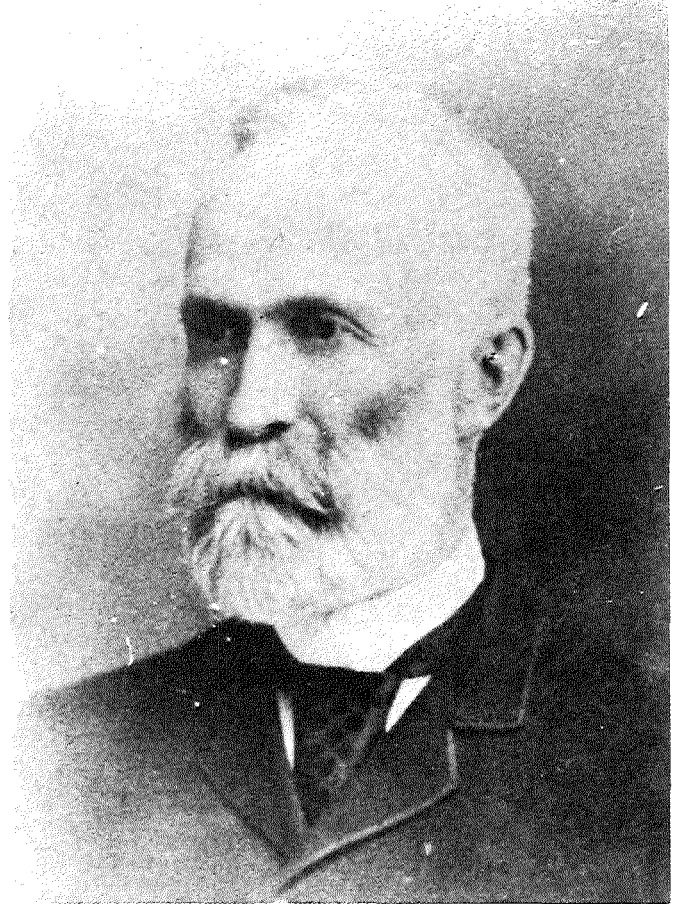
year, the suit by the McLean Brothers was closer to being resolved, and the former reeve and council secretary were removed from the shadow of wrongdoing as were the several criticized councillors.

By the turn of the century elections had become a source of interest to many residents, resulting in several highly contested political battles. Communication between areas of concentrated settlement had been eased by the construction of roads and the subsequent increase and speed of traffic, followed by the construction of the North Arm bridges and the installation of the C.P.R. tracks and use of them by the B.C.E.R. Two other factors greatly eased the transfer of information in the first decades of Richmond's incorporation. Firstly, in Steveston, William Herbert Steves, farmer and municipal councillor, became publisher of a newspaper he named *The Steveston Enterprise*. The newspaper broadcast the fortunes which awaited any venturesome entrepreneur in Steveston. The paper ran for several years, until November 1894, when it was certain that the enthusiasm of the editor Mr. Whitney and his assistant George Blake outweighed the public interest in the paper. However, in its years of operation the paper helped to keep the citizens of the Steveston area aware of municipal activities.

Another arrival in Richmond also served as a major means of communication in the early years of incorporation. In 1885, a petition from Lindsay, Sharpe, and Paine Combination Telephone Company was received in the council. The Company proposed to place a line along No. 1 Road, connecting the Company's properties with the south arm



67. Reeve D. Rowan



68. Reeve J. Tuttle

69. The Sweet post office, butcher shop, and boarding house operated by Kenneth Sweet. Walter Vermilyea against post; Herbert Vermilyea on ladder; Grace Sweet in doorway, with Kenneth Sweet and children to her left. Mr. and Mrs. Anderson are standing on the balcony.



# STEVESTON ENTERPRISE.

ROBT.  
For Sale  
Made in  
No. 1  
Victo

STEVESTON, B.C., THURSDAY, JUNE 20, 1891.

PRICE.

## TUESDAY'S SALE.

An Immense Success, Notwithstanding the Rain.

The People Taken Without Charge to the Place and Favorably Impressed.

One Hundred and Sixty-Five Lots Sold.

Between Sixteen and Seventeen Thousand Dollars Realized.

Sale Adjourned, When Acre Blocks will also be Sold.

The great auction sale of town lots, which has been advertised for a long while, took place last Tuesday. Notwithstanding the fact that it had rained for the two previous days, and that the rain was still pouring down at the time the steamers left Vancouver and Ne Westminster, the attendance was gratifyingly large, and one hundred and sixty-five lots were sold, aggregating a sum between \$16,000 and \$17,000. Had it rained the sales would probably have run up to \$25,000. As it was, it must be considered the most pronounced success of the season. Much credit is due Mr. A. M. Deattie for the manner in which the sale was conducted. Undoubtedly the chief factor in promoting the success of the sale was the chartering of steamers and bringing the people here free of charge to see the place. Once here they were favorably impressed, and whatever prejudices they may have had were quickly removed. The large number of purchasers is an important feature, and will powerfully influence the future of the town. Many of them are preparing to build, and the growth already remarkable will be greatly accelerated. There has been quite a demand lately for property in blocks of from two to five acres,

12	J. B. Steves, Steveston	120 00
14	H. Welsh, Vancouver	65 00
43	Geo. Adams, "	80 00
7	John Turner, "	100 00
14	H. P. McCraney, Vancouver	70 00
10	L. Hoffman, Winnipeg	95 00
20	H. McCandlish, Vancouver	95 00
8	"	100 00
12	Walter Steeves, Steveston	135 00
14	John Blair, Lulu Island	65 00
3	F. A. McKenzie, New Westminster	100 00
8	H. P. McCraney, Vancouver	110 10
12	J. B. Steves, Steveston	155 00
14	M. Moran, Vancouver	85 00
3	A. W. C. Finbow, Steveston	130 00
8	John Potter, Vancouver	150 00
12	J. B. Steves, Steveston	175 00
11	A. H. Wescott, "	90 00
8	13B Wm. Cameron, Vancouver	140 00
15A	Ed. Hunt, Steveston	150 00
11	5A H. J. Soper, Vancouver	135 00
11	11B Wm. Thomson, "	75 00
19	3 J. Winderbank, Steveston	150 00
6	J. A. Shearer, Vancouver	120 00
11	Barber Bros., Ladner's	125 00
16	W. A. Muir, Steveston	70 00
1	R. Mitchell, "	100 00
5	Thos. Holland, Vancouver	120 00
11	Henry A. Hicks, Ladner's	105 00
10	W. A. Calloun, Vancouver	90 00
1	J. B. Steves, Steveston	145 00
5	A. C. Morrison, "	115 00
11	H. McCandlish, Vancouver	95 00
13	M. W. Llewellyn, Steveston	70 00
1	P. Peake, Vancouver	140 00
5	John Turner, "	100 00
11	W. Crawford, Steveston	85 00
10	J. F. Welder, Str. Dunsuir	65 00
1	J. R. Steves, Steveston	125 00
5	H. P. McCraney, Vancouver	95 00
11	Thos. Beams, "	80 00
10	Geo. Adams, "	60 00
1	M. McLachlan, N. Westminster	120 00
5	I. E. Atkins, Vancouver	90 00
11	W. Crawford, Steveston	70 00
10	Geo. Adams, Vancouver	55 00
1	J. B. Steves, Steveston	110 00
5	J. A. Shearer, Vancouver	70 00
11	H. P. McCraney, "	55 00
10	M. Bauldie, "	50 00
3	H. J. Scrivener, "	60 00
7	H. Davey, "	45 00
11	"	55 00
18	M. Bauldie, "	55 00
4	Jas. A. Morrison, "	115 00
7	Thos. Turner, "	50 00
13	Mrs. McMoran, "	85 00
18	L. Hoffman, Winnipeg	90 00
50	Mrs. L. A. Whitney, Steveston	55 00
14	Geo. Davis, New Westminster	50 00
3	H. P. McCraney, Vancouver	55 00
7	L. J. McDonald, Westham Island	60 00
18	Mrs. Jas. Mordan, Vancouver	85 00
5	Walter Steeves, Steveston	70 00
11	H. P. McCraney, Vancouver	60 00
3	Peter Ferbrache, Steveston	80 00
7	H. P. McCraney, Vancouver	70 00
18	Jas. Windebank, Steveston	110 00
5	P. Ferbrache, Steveston	115 00
11	John Kemp, Vancouver	75 00
12	5B Thos. Holland, Vancouver	100 00
14	5A B. Wilson, Westminster	105 00
15	4A John Robinson, Westminster	80 00
17	5 P. Ferbrache, Steveston	95 00
14	Jas. A. Dickey, Vancouver	80 00
3	John Peck, Vancouver	75 00
7	W. D. Burdick, Vancouver	70 00
10	John Turner, Vancouver	75 00
5	H. P. McCraney, Vancouver	65 00
14	W. H. Vigrass, Westminster	60 00
3	John Turner, Vancouver	60 00

Mrs. Calloun, sister of Gen. Caster, bears a resemblance to her dear brother, and possesses many of the mental characteristics that distinguished him. She is a most fluent conversationalist and an elocutionist of wide reputation.

The Emperor of Austria sent the German empress a diamond set which cost £1,200 as a gift in celebration of the christening of her infant son, of whom he was one of the sponsors, the Archduke Eugen being the representative at the ceremony.

Gen. Booth expects to get his "Darkest England" scheme launched by July. He will then take a long trip, visiting South Africa, India, Ceylon, Australia and New Zealand, and will be absent nearly a year. He starts for the continent this week.

The depopulation of Iceland is going on steadily. The depreciation in the value of the land has been very marked of late, while the taxes have considerably increased, and the Icelanders are said to be emigrating in shoals. The population, which was 80,000 ten years ago, is now under 60,000.

It was one of Gen. Sherman's daughters, the eldest, who refused to dance with the Russian Crown prince when he made his visit to the United States. Her refusal raised a cloud of social dust at the time, but she explained it on the ground that out of deference to her mother's wishes she had decided not to walk at all.

The mad king of Bavaria sometimes smokes as many as 100 cigarettes a day. For each cigarette he uses an entire box of matches, touching off the others to see them burn after he has used one to secure a light with. He has a new suit of broadcloth made for him twice a very week, but he never uses a handkerchief, towel or napkin. He refuses to go near water, and never bathes.

Lord Dufferin's success as a diplomat at the Czar's court was ascribed in a large degree to the charms of his wife, who became a favorite of the Russian aristocracy. In Rome, where her husband is now stationed as the representative of England, she is no less popular. Besides being a woman of tact and judgment, the countess is a linguist of much ability, conversing fluently in French, German and Italian.

It has been said that an old minister in Kentucky, endeavoring to impress upon his hearers the beauty of the heaven they were about to go to, provided they joined his church, after exhausting all the superlatives of which he was master, wound up by saying:—"Brethren and sisters, in short, it's a regular old Kentucky place."

order in which the sales were

BLK. LOT.	PURCHASER.
70	3 Walter Steeves, Steveston
7	Geo. Adams, Vancouver
18	Thos. McDonald, Westham Island
57	3 H. P. McCraney, Vancouver
7	Wm. Thomson, Vancouver
14	Jos. Tamborine, Westham Island
18	Pat. Peake, Vancouver
3	H. P. McCraney, Vancouver
7	"
14	John Robinson, Westminster
18	H. P. McCraney, Vancouver
3	G. F. Burler, Vancouver
5	R. A. McMoran, Vancouver
7	W. Crawford, Steveston
14	M. Bauldie, Vancouver
18	David Bray, Steveston
3	H. P. McCraney, Vancouver
5	A. W. C. Finbow, Steveston
7	Wm. Thomson, Vancouver
14	Wm. Cameron, "
18	James McGregor, Vancouver
3	Wm. Crawford, Steveston
5	W. D. Kenney, Vancouver
7	W. J. Pine, New Westminster
11	M. Bauldie, Vancouver
18	Chas. Chard, Steveston
3	Jas. A. Morrison, Steveston
5	M. Bauldie, Vancouver
7	L. Hoffman, Winnipeg
14	Chas. Chard, Steveston
18	Walter Steeves, Steveston
4	5B Emil Christanson, Steamer Sampson
5	1A M. Bauldie, Vancouver
1	23 H. A. Bull, Steveston
6	10C Walter Steeves, Steveston
3	A. W. C. Finbow, Steveston
5	Jno. Gibson, Steveston
7	A. W. C. Finbow, Steveston
14	H. P. McCraney, Vancouver
18	M. Bauldie, Vancouver
5	M. Bauldie, Vancouver
7	Jas. Smith, Steveston
12	H. A. Bull, Steveston
14	Geo. Adams, Vancouver
18	H. A. Bull, Steveston
3	A. J. Patenande, Steveston
5	H. P. McCraney, Vancouver
7	Geo. Adams, Vancouver
14	Rich. Birstin, "
18	H. P. McCraney, Vancouver
3	H. P. McCraney, "
5	J. B. Newcomb, "
7	M. Bauldie, "
14	"
18	L. Hoffman, Winnipeg
3	H. P. McCraney, Vancouver
7	John Turner, "
14	Wm. Smith, "
18	Thos. Beams, "
3	John Robertson, Westminster
7	John Turner, Vancouver
14	Wm. Smith, "
18	John Turner, "
3	M. Bauldie, "
7	Mrs. T. F. Burnett, Vancouver
14	Jos. Sullivan, Vancouver
18	Jas. Pidgee, New Westminster
3	Samuel Luff, Vancouver
8	H. P. McCraney, Vancouver
12	J. B. Steves, Steveston
14	Jas. Sharp, "
3	John Knox, "
8	I. E. Atkins, Vancouver
12	H. P. McCraney, "
14	Mat Sprule, New Westminster
3	Alex. Rae, Steveston
5	H. P. McCraney, Vancouver

Subscribes for the Enterprise

wharf. The line was not laid though there is no record from the council explaining the reason for rejection of the petition. Richmond's first telephone was installed in 1891 by the New Westminster & Burrard Inlet Telephone Company in J.C. Forlong's store in Steveston. The line connecting it to Vancouver was fifteen miles long. Messengers were sent from the store to fetch the person for whom the call was intended while the patient caller waited. Phoenix Cannery on Steveston's waterfront made the first hook-up to the line. In 1898 a telephone was installed in the police office. Although there were other subscribers in the Steveston area it was not until 1905 that a telephone system for the whole municipality was planned.<sup>118</sup> Nevertheless, another quick and easy means of communication had been established which served to link the far reaches of the islands fostering one community out of several.

Indeed, the limits of the municipality were extended from the original Letters Patent of 1879. In 1885 new Letters Patent were issued which expanded municipal boundaries as follows:

*Commencing at the south-east corner of the Musqueam Indian Reserve, at the mouth of the North Arm of Fraser River, said point being also the south-west corner of Lot 314, Group One, New Westminster District; thence easterly, following the meanderings of the north bank of the North Arm of Fraser River to the North-east corner of Section 25, Block 5 North, Range 4 West; thence true south to the south shore-line of Lulu Island; thence south-*

*westerly, westerly, and northerly along the shore line of Lulu and Sea Islands to the south-west corner of Section S, Block 5 North, Range 7 West; thence north-easterly to the point of commencement; including all the Islands in the North Arm of Fraser River, also the Islands in Fraser River, known as Lots 458, 516, 517, 531, 532, 533, 534, and 535, Group One.<sup>119</sup>*

In 1891 Richmond Council requested that the Provincial Government cede to the newly incorporated municipality of South Vancouver, properties of Richmond which lay north of the Fraser River. In Letters Patent issued the following year, Richmond's request was granted.

Reverend Alexander Dunn, D.D., who served the scattered Presbyterians of New Westminster district from 1878 to the 1920's remembered the early days of settlement on the lower Fraser,

*If the first settlers had peculiar hardships they also had peculiar pleasures. Only the earliest settlers fully fathomed the depths of that feeling of loneliness which stole over every heart, when, hemmed in on every side by the forest primeval, they thought of the broad continent and the broad sea which separated them from their native land and loved ones there. And only the first settlers experienced the peculiar joy which came to them, when in the far offland, in a church building, however humble, they could, after the manner of their fathers, worship God.<sup>120</sup>*

The first church services in Richmond were held in the home of Hugh McRoberts. Reverend



71. The telephone exchange on No. 1 Road.

72. Reeve E. Hunt.



John Hall, a Presbyterian missionary from Ireland conducted services. Attendance at these intermittent services was small, including the McRoberts family, the McCleery family and those who may have travelled from New Westminster with Reverend Hall. These Richmondites also attended services in the McCleery home, "St. Patricks Cathedral". In 1862, Reverend Robert Jamieson also of the Presbyterian Church, came to British Columbia where he was stationed at New Westminster to assist Reverend Dunn and served Richmond until 1878.<sup>121</sup>

Not all of Richmond's first residents were Presbyterian, however. The Steves who settled on the southwestern shore of Lulu Island and numerous others were Methodist and those who had emigrated from Britain were, to a great extent, Anglican. To minister to these settlers, James Wood, a Methodist missionary, began services on the south arm in 1885 and soon after, a small church was erected at London's Landing. In 1886 the Presbyterians also built a church for their congregation on Sea Island, followed by a Methodist Church on the shore of the middle arm on Lulu

73. Reverend John Hall, 1860.



Island, built in 1891. Anglicans were served by Reverend J.M. Donaldson at the Steveston Opera House until their church was built in 1892. Still it was necessary for these churches to share their facilities with other denominations who were yet unable to afford their own churches. Steveston's Opera House at one time served Anglicans, Methodists and Baptists. A small church on the mainland built in 1870 also served as a union church, providing services to Anglicans, Presbyterians and Methodists. Thomas Kidd offers a humorous but painful note on the difficulties of accommodating the different religious groups,

*... no matter what denomination the clergyman belonged to each sect took the postures, during prayer, to which they were accustomed in their own churches. These postures, especially that of the Methodists' (sic), who knelt with their backs to the pulpit displeased his lordship [Bishop Sillitoe] very much, who diverged from his services to express his displeasure, which was done in a very caustic manner.<sup>122</sup>*

The incident resulted in many of the Methodists feeling unsure that they would be able to worship and many Anglicans feeling their minister had been unfair. Bishop Sillitoe continued to preach at the church; the Methodists continued to pray with their backs toward the pulpit.

The minister from New Westminster would have been unable to preach every Sunday in the several communities of the parish and therefore, rotated his visits with other ministers of his faith and with those of other denominations. In Richmond's first years she was also served by the following ministers of the Anglican, Presbyterian and Methodist churches, respectively: The Reverends Basket, Ditcham, Newton, Owen, Russ and Bishop Sillitoe; the Reverends Dunn, Holden, Jamieson, McElmon, McGregor, McKay, McLeod and Thompson; and the Reverends Blanchard, Bryant, Derrick, Ewen, Hall, Pierce, Robson, Smyth, Thompson, Turner, Watson, White and Wood.<sup>123</sup>

The Sea Island Presbyterian Church stood on the eastern bank of Sea Island, on land which was part of the Errington farm. Construction of the building cost \$1,665.00. The first congregation had twenty-six members and was ministered to by Reverend T.G. Thompson who also ministered to the newly created Presbyterian Church of Vancouver. The following year Sea Island Presbyterian separated from Vancouver Presbyterian, aided by a grant of \$350.00 from the Church Home Mission. In 1889 the church received \$300.00 from the Church Augmentation Fund which helped finance construction of the manse. Total cost of building the manse was \$1,371.00. By 1891 the congregation which had grown to forty-two members, had become self-sustaining. Sea Island Presbyterian

Church's early ministers included the Reverends J.A. Jaffray, James Buchanan, A.E. Camp and John A. Logan. Among the church's elders were Hugh Boyd, Fitzgerald McCleery, Duncan McDonald, Thomas Mackie, Duncan Smith, Thomas Laing and Hugh McArthur.<sup>124</sup>

Reflecting the general growth of the community the congregation expanded to fifty-seven by 1893, the Sabbath School attendance having jumped from thirty to forty-five. In 1897 it was reported that forty-nine members were on the communion roll; by 1908 the same roll held ninety-five names. The Sabbath School in 1908 had an enrollment of seventy-five.<sup>125</sup>

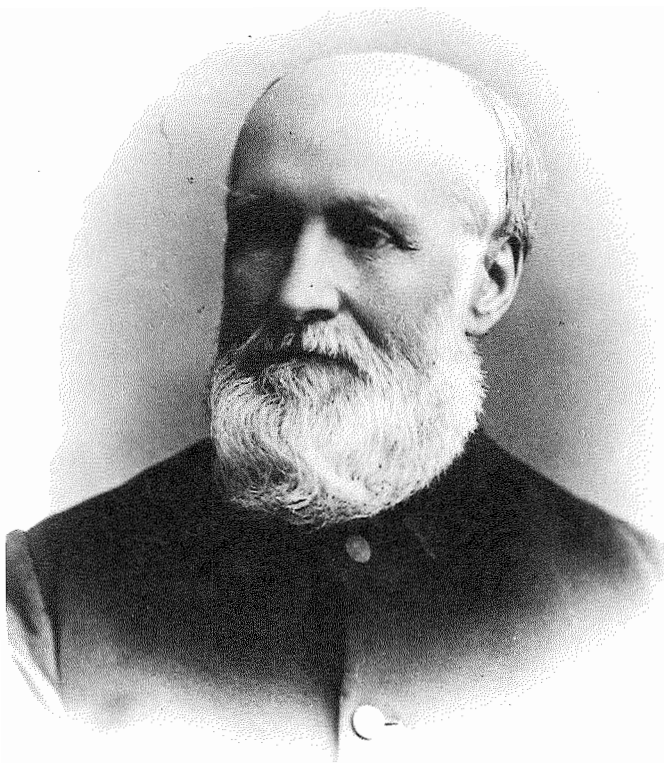
During this period the increase in membership of the church was aided by the new roads which traversed the islands, easing the task of getting to church on time. However Presbyterians living on the southern side of Lulu Island had gathered together their own congregation, assembling at London's Landing. The first Presbyterian minister to serve there was Reverend James Cormack who was followed by Reverend Jaffray from Sea Island Presbyterian. Not an independent church the

South Arm congregation was a preaching station tended, for the most part, by the minister of Sea Island Presbyterian Church. After 1893 services were held in the English school which was situated east of London's Landing at the corner of Steveston Highway and Shell Road. In 1902 the South Arm Presbyterians founded a church of their own.

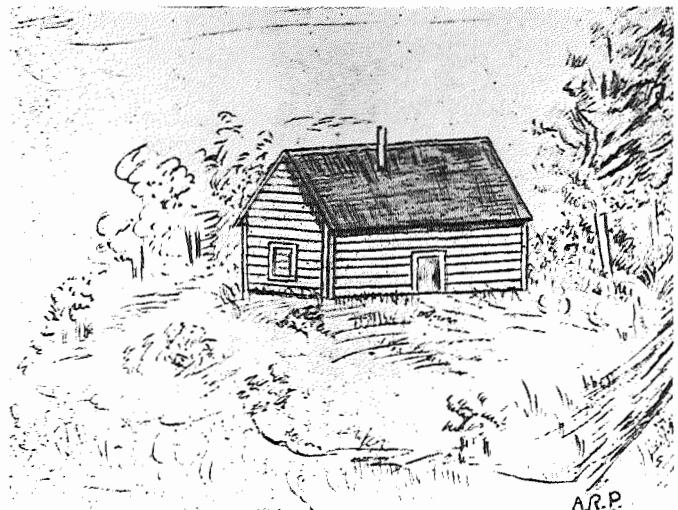
Leading the South Arm members was Reverend William Burton who first organized the "London branch of the Presbyterian Congregation of South Arm and Steveston". Assisting Reverend Burton were Messrs. Archibald Blair and J.A. McKinney. Soon after the "London branch" joined with the South Arm group whose Board of Managers included Thomas Kidd, W.M. McKenzie, James McMyn and John Featherstone. By 1905 plans were underway for the construction of a church at the corner of Steveston Highway and No. 3 Road on land donated by Mr. G. Alexander. Lumber for the church cost \$540.00 and construction cost \$450.00 with the total bill for building rising to \$1,126.55.

South Arm Presbyterian Church was dedicated on May 20, 1906 and opening services were attended by the McKenzie, Blair, McKinney and Juriet families as well as Mrs. McConnell, Mrs. Wm. McAllister, Mrs. C. London, Miss F. McCulloch, Mrs. Smith, Sr., Mrs. Wm. Blair, and Mrs. James Blair, who had been members of the London's Landing church. Joining them were new members Winnie Blair, Wm McAllister, Mr. and Mrs. Donald Stewart and their son, Donald, James Mutch, George Smith, John Livingstone and William and James Blair. Reverend Burton served the South Arm congregation until 1908. He was followed by Reverend William Ross of New Brunswick who served until 1916.<sup>126</sup>

74. Reverend Robert Jamieson.



75. The house of Samuel and Fitzgerald McCleery on the North Arm known as "St. Patrick's Cathedral". It served as the earliest church for settlers.





The church at London's Landing which had served the Presbyterians, was built by the Methodist community of Steveston and the South Arm. The minister who oversaw the Methodists of the south side was the Reverend James A. Wood. Reverend Wood, without a permanent charge in Richmond, travelled regularly, as did all the missionaries in the district. Without a residence of his own in the municipality the minister stayed with members of the congregation or at commercial lodgings. His diary for June of 1884 records,



76. London's Landing where Mr. Bowditch served as postmaster for many years.

*Wed. 11 - Went to New Westminster. Then went to B[urrard] Inlet. It is a very cold place spiritually. I stayed at the "Hotel".*

*Fri. 13 - Went to North Arm Stayed at Sexsmiths*

*Sat. 14 - Visited and stayed at Vermilyeas.<sup>127</sup>*

The following morning Reverend Wood performed services at north arm in the morning and at south arm in the evening. Other excerpts which illustrate the trying times ministers endured in order to deliver their spiritual messages, are from Reverend Wood's diary of September 20, and December 26, 1885,

*Went to Lulu Island through a storm of wind and rain. The waves came into the boat several times, but praise the Lord we got through safely. The people evidently had not expected us, for no one came out.*

*Vermilyea's folk intended sending the team across (sic) the Isl(land) with us, but a steamer came for hay and the horses had to work, Walter took the boat over the dyke and we came across (sic) the Island in the ditch. We then lifted the boat over the dyke and came right to our door. On the 25th the tide was so high that the water stood three inches in our (Vermilyea's) house.<sup>128</sup>*

How grateful the minister must have been when the following year Mr. Steves conducted services on alternating Sundays.

The first superintendent of the Methodist Sunday School was Mr. Bull who reportedly of-

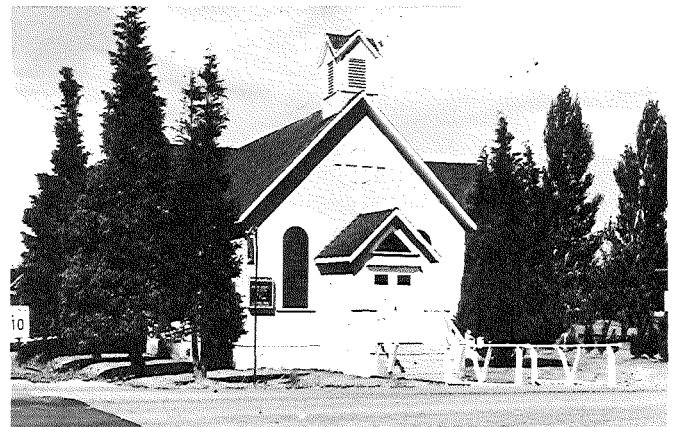
fered ten dollars to the first child to learn every lesson and attend every Sunday. Although it is not known for how long children were expected to attend the school in order to win the prize, Mr. and Mrs. Bull moved away before the contest was up and so nobody won the ten dollars. Mr. Bull was preceded by Mr. Beer whose favourite and often repeated hymns were "Rule Britannia" and "Rescue the Perishing".<sup>129</sup>

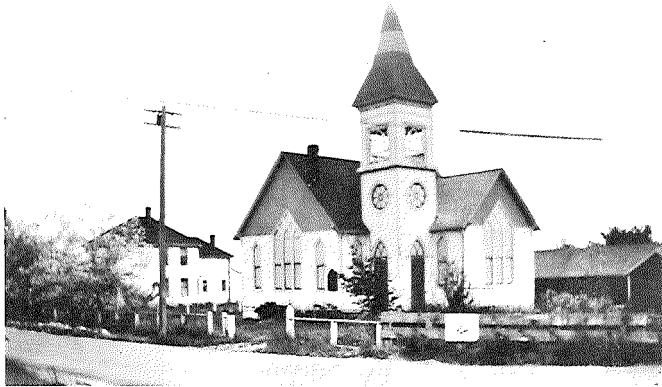
Methodists living on the north side of Lulu Island and on Sea Island were served by the union church on the mainland until 1891. In that year a new church was built, on the northwest side of Lulu Island facing Sea Island Presbyterian Church across the middle arm. B.D. Poice designed the gothic style structure with the help of Reverend S.D. Thompson. The building, with seating for 100 parishioners cost \$2,000.00 to build. Behind the church a stable for the churchgoers' horses was built and beside the church was the manse. In 1931 the stable was transformed into a church hall as at that time more cars than horses stood waiting outside the church.<sup>130</sup>

The Anglicans, the third group served by the union church, also built their own church, in 1892. St. Anne's Anglican was located at 2nd Avenue and Chatham Street in Steveston and was first served by the Reverend J.M. Donaldson who was also minister to St. Jerome's which was built in Steveston soon after, between 4th and 5th Avenues. The manse was built at 7th Avenue and Georgia Street.<sup>131</sup>

Reverend Donaldson had come to the west coast of the continent as a missionary to the Indians in the state of Washington. Shortly after he was called to New Westminster district. Of the many stories both factual and fanciful, serious and humorous which are remembered the following is told of Reverend Donaldson's sense of justice. In addition to some errant chickens which found their way from the McElhinney farm to the yard of the minister's home, the church organ also found its way onto Reverend Donaldson's property when

77. The Steveston Methodist Church, later Steveston United.





78. Richmond Methodist Church at the corner of Cambie and River Roads, as it looked in the early 1920s. To the left is the manse, and to the right is the church hall used for congregational suppers and socials. The hall was originally a stable where parishioners tethered their horses.



79. The manse of the Richmond Methodist Church.

Herbert Steves was unable to repay the loan the minister had offered to help build up the community. While the McElhinneys tried to stop the "chicken migration" by banding their legs so they could prove that the chickens in Donaldson's yard were not his, Herbert Steves took the minister to court to recover his organ.

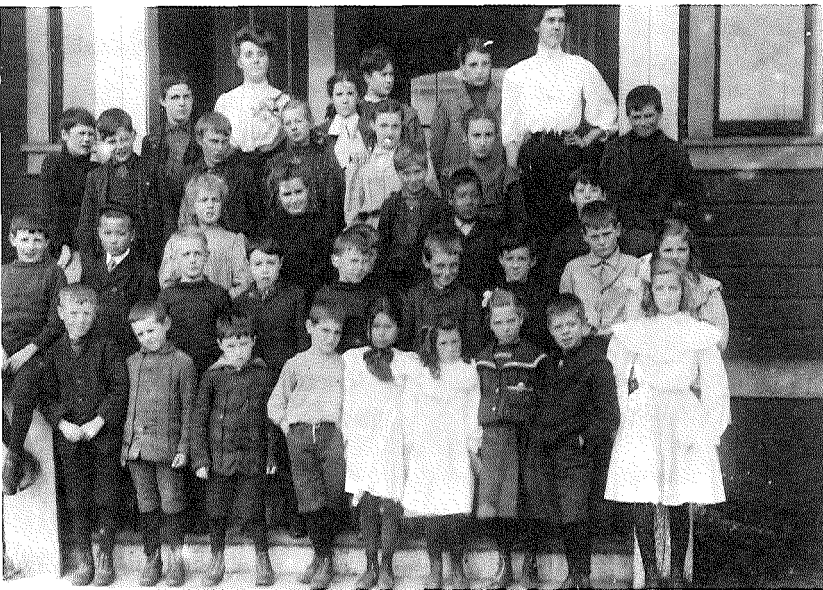
Reverend Donaldson won the first round in the ensuing legal battle, but Mr. Steves was not satisfied with the verdict. Taking matters into his own hands he removed the organ from the rectory and placed it in his own home. The fight ended up in court again, although the tables had been turned. During the trial, however, Reverend Donaldson overdramatized the crime and lost his case. But the organ was not returned to either Reverend Donaldson or Herbert Steves as both gentlemen found the cost of tuning the instrument too great. It has been speculated that the organ was later sold at police auction.<sup>132</sup> Although the

parishioners of Reverend Donaldson's church thereafter had to sing hymns unaccompanied, there is no evidence which suggests the Anglican congregation diminished as a result, and both Reverend Donaldson and Herbert Steves remain respected citizens in the memories of their friends.

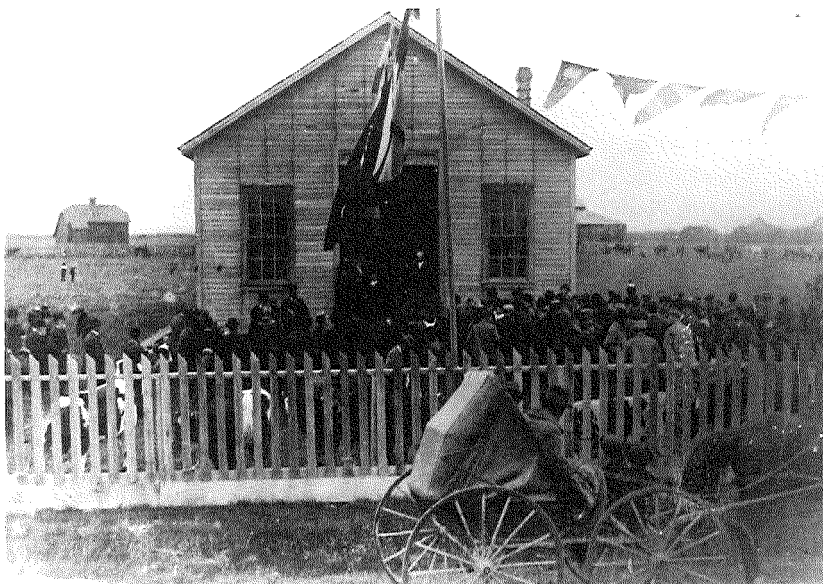
While the Presbyterian, Methodist, and Anglican churches served the majority of Richmond's population there were members of many other faiths in the municipality who wished to worship in their own halls. At the same time as the Anglican and Methodist congregations of Steveston settled in churches of their own a Catholic mission was founded. The mission located on the property of the English family, who themselves had converted to Catholicism, was served by Father Pierre Plamondon of New Westminster.<sup>133</sup> In the same area a mission was founded to serve the Japanese population of Steveston which numbered at that time approximately one hundred and was predominantly male.

The first minister to the Japanese was Reverend Sadakichi (Teikichi) Kawaba of San Francisco followed by Matsumoto Okamoto. The mission was built on the waterfront where most of the Japanese worked. The building, near the Phoenix Cannery, was two storeys high, the ground floor being used for social events and for English classes and the upper floor being used as the manse. After an outbreak of typhoid the mission was used as a hospital.<sup>134</sup> In the 1890's a new hospital was constructed. In the 1920's the Japanese built a temple to serve their community.

Related to the churches were various groups which supported the missionary and social activities of the church. In 1898 the Women's Missionary Society was organized to gather clothing and supplies for the mission at Alberni. The Society began with a membership of twelve led by President Mrs. J.A. Logan, Secretary Miss Lynn and Treasurer, Miss McLeod. In later years the Women's Missionary Society raised money and collected supplies for missions across the continent and overseas.<sup>135</sup> Another group organized by the Presbyterian church was the Willing Hearts Mission Band formed in 1900. The Band was open to both boys and girls. The first meeting of each month was a sewing and work meeting and the second was given to the study of the mission fields of the church. The efforts of these meeting resulted in patchwork quilts, scrapbooks, dolls, clothing and numerous other handcrafted items being sent off to the interior missions of British Columbia.<sup>136</sup> In 1910 a Ladies' Aid Society was organized in Richmond Presbyterian Church to raise funds for church projects including the purchase of a piano and communion table, and to visit newcomers to the community to encourage their membership in the Church.<sup>137</sup>

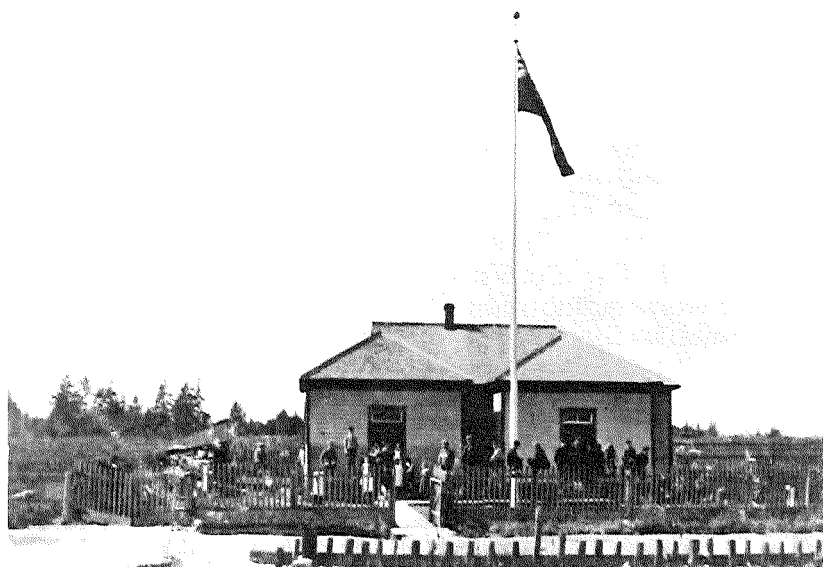


80. Steveston School - 1906.



81. Richmond Town Hall on Fair Day.

82. Sea Island School.



Churches performed another social service in the fledgling municipality by serving as schools. Early students in the area were assembled for classes in the Methodist Church on the north arm. Their instruction was supervised by the North Arm School District established in 1887 with George Garrapie, Alexander Kilgour, Fitzgerald McCleery, and J.W. Sexsmith serving as trustees. The daughter of J.W. Sexsmith was the district's first teacher. Ten years later a new school district was created on the south arm to serve the families of Steveston, the South Arm and east Richmond. In honour of Marshall English, an instigator of the new school and member of the School Board, the district was named English School District.

Although it may appear extraordinary that the earliest school on the South Arm was not established until eight years after the municipality's incorporation, it is not that surprising when one understands that in 1869 the entire province had only twelve schools, seven of which were on Vancouver Island and four on the mainland, at New Westminster, Langley, Yale and Sapperton. It has been established that the province's total school population was less than 2,000 in that year.<sup>138</sup> The Public School Act was not enacted until 1891. Thus the existence of two schools in the vicinity of Richmond municipality by 1887 is an indication of both the youthful population of the community and its progressive outlook.

English School was first located at London's Landing in the small building which had served as a church. After its first year, however, a new building was erected at the corner of No. 2 Road and Steveston Highway. Within a few years English School was on the move again. The population on the south side of Lulu Island had grown so that Steveston created its own school district, and the English school district was redesigned to serve the eastern portions of the South Arm.<sup>139</sup> The Steveston School district used the building until 1897 when it was moved closer to Steveston to become a Presbyterian Church. The new Steveston School was built at the corner of Georgia Street and 2nd Avenue. It was twenty-four feet by thirty-six feet and situated on a two acre lot.<sup>140</sup>

English School moved to the corner of Steveston Highway and Shell Road and for a time served as a Presbyterian Church. The wooden building was twenty-four feet by thirty-six feet also and sat on a one acre lot.<sup>141</sup> Mrs. Archie Blair recalls the first growing pains of the new school: finding enough students,

*"the number of pupils necessary to permit the opening of this school was short by one pupil, so Thomas Kidd's daughter, Agnes, was sent to complete the required number though she was only 5 years old. She had been a delicate child, and as her parents felt the 1/2 mile walk was too much for her (there being*

*no road at the time) she was carried each day, either on her father's back or the hired man's. Her brother, Joseph, who was two years older than she, managed the trip on his own."*

Residents of the north and middle arms also built their own schools to rescue school children from the long trip to the north shore of the river. Sea Island School District was created in 1889 and a school was opened the following year. The first building was twenty feet by thirty-four feet but in 1896 was expanded to twenty-six by thirty feet.<sup>142</sup> In 1891 another school district was formed, Lulu School District and its school was built on the northern end of No. 2 Road. Students of Lulu School which numbered fourteen boys and twelve girls had previously attended classes in the Town Hall at Cambie and River Roads. Their teacher was Miss Margaret Jane Sweet who later married the Methodist minister, Reverend James Wood.<sup>143</sup>

Among the early students of Richmond's schools were Marshall, Barclay and John English who, before English School was established, were taught at home by their older sister, Virginia. Joining the English family at English school were Jane (Jennie) and Bob Blair, Walter Steves, Mary London, Mabel Branscombe, Flora McDonald and Earl McElhinney. Other early students at English School included Charles Oldfield, Henry Jacobson, Vera McMyn and Herbert Marrington. Steveston's earliest students attended classes in the Opera House and Maggie Quinn's ice cream parlour before their school was built. Among the students of Steveston School were Lucy and Louie London, John and Annie Buchanan, Leonard and Lealah Wescott, Harold Steves, Lee Foo, Ossie, Kate, Edith and Earl Murchison, Archie and Edith Blair, Meta and Dick Wagner and Delia Terryberry.<sup>144</sup>

The roster of teachers at Richmond schools extends nearly as long. Mr. Robertson was the first teacher at English School followed by Mr. Robinson, Miss G. Robinson, H.C. Boothby, A.P. Woollacott and Miss McNeely. At Steveston School the teachers include James Stuart, Miss A.M. Black, Miss Hilda Fraser, Miss Champier, Miss Findlay, Miss Crawford, Miss Peck and Mr. J.A. Rowe. Miss Sexsmith, Miss H.M. Carter, E.N. Brown, E. Bavis, Miss K.L. Bajus, and Miss E.B. Pack taught at Sea Island School, and Lulu School had teachers John N. Muir, T.A. McCarrigle and M. McKinnon.<sup>145</sup> The rotation of teachers was frequent as many schools were being built across the province and teachers were recruited to move into the new areas. Also lodging for teachers was not always very commodious. Teachers who were Vancouver residents had a long trek before them each day. Others who were not native Richmond residents had to room with families or in boarding houses which may have been costly if very com-

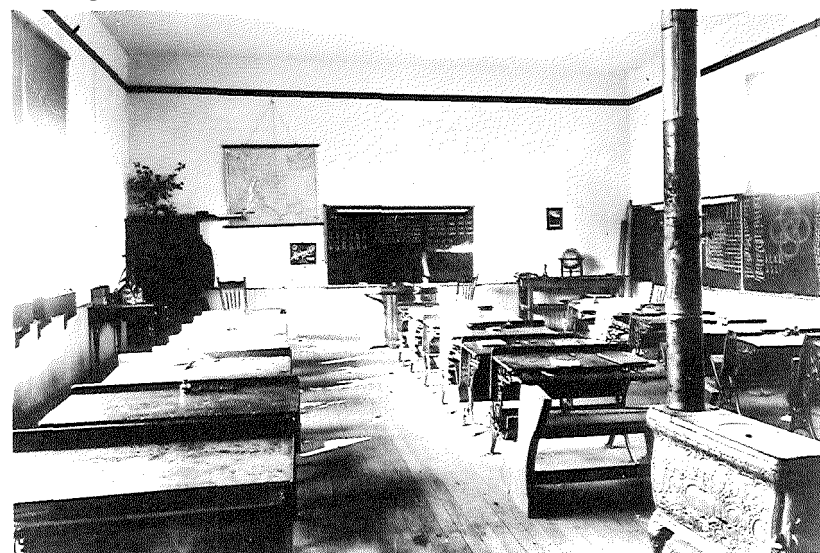


83. The students at Sea Island School.

84. English School, 1911



85. Interior of a school, possibly at Eburne. Settings such as this were a familiar sight for students at Steveston, Lulu, English, and East Richmond Schools.



fortable. And of course some teachers were removed from their station. The 1903 Public School Report described the situation at Steveston School as, "a change of teachers has improved the discipline, another change might improve the teaching".<sup>146</sup> However, there were many teachers who became very familiar to many classes of students over the years. In 1902 a teacher's salary was fifty dollars per month.

The overall budget for each of Richmond's schools varied. English school, for the year, 1902, required \$640.00, six hundred dollars of which was for salaries. Lulu School had a budget of \$613.35 but Sea Island School's budget was \$1,380.00. Steveston School spent \$759.95.<sup>147</sup> In subsequent years these expenses escalated by leaps and bounds. Of course the nature of expenses changed over the years. The physical facilities of Richmond's schools were rudimentary. Desks and chairs were rough hewn and usually rather uncomfortable. Heat was provided by a wood or coal burning stove. The outhouse stood outside the schoolhouse in the cold and damp of winter and in the heat of summer. Each child was assigned a slate, a piece of chalk, a bottle of water and a rag for written exercises. Scribblers were not used until 1904. Each student had to buy his or her own textbooks.<sup>148</sup>

Attendance was another matter entirely. It can be evaluated in several ways: the average daily attendance, the actual daily attendance and the number of children, by various categories, attending. These statistics were tabulated and printed in the Public Schools Reports each year. An example of the report for the four schools in Richmond is that for 1902. Of the 207 school days for the year English School was in session 201, Lulu School 191, Steveston 202½ and Sea Island, 205. The number varied between schools because weather conditions including snow or flooding may have affected one school and not another, higher and drier. Teacher illness may also have accounted for school days lost. The numbers of children attending each school were as follows: English School, 20 boys, 22 girls; Lulu School, 24 boys, 16 girls; Steveston School, 30 boys, 25 girls; Sea Island Schools 24 and 21 boys and 19 and 18 girls. Sea Island School was the first to be divided into senior and primary classes and graded. The average daily attendance of the schools for 1902 was: English School, 26.83; Lulu School, 18.95; Steveston School, 30.28; and Sea Island Schools, 24.87 and 18.73.<sup>149</sup>

The Public Schools Report, which was based on inspections of each school on one or several visits each year, included evaluations of the calibre of teaching and academic progress. The 1902 report stated that at Lulu School "the standing of this school is exceedingly good" but at Steveston "this

school is weak in discipline and badly classified". Sea Island Schools were described, "in the senior grade much ground has been covered, but pupils lack a thorough grasp of the subjects taught. Number work in the junior grade accurate but slow; reading and phonics very satisfactory".<sup>150</sup> By 1904 the report was not very complimentary either, "There is little interest or enthusiasm discernable (sic) among the pupils; relations between children and Principal appear strained; discipline is forced. . . This school has not the standing which a graded school should have, situated as it is in a prosperous agricultural community, and for this I fear the patrons of the school are probably as much to blame as the teachers". In the same year at English School it was reported that "not one pupil could work a simple problem in subtraction".<sup>151</sup>

Despite the harshness of the Public Schools Report many students were highly successful at Richmond's schools. However each school was independently administered which did not ease the occasionally unequal distribution of children to schools. By 1904 Steveston School was bursting its walls, requiring a new building for its burgeoning enrollment. In the same year English school was razed and replaced by a two storey building. The following year fifty students enrolled at English School but in 1906 there were thirty-seven students. In 1902 Sea Island School had fifty-two pupils; four years later there were seventy-one pupils. Coping with the fluctuations in enrollment, the problems of inadequate classroom space and changes in the teaching staffs of each of these schools were the tasks of the trustees of each district. Among those who served on the board of the English School were Thomas Kidd, William Baxter, H. Houston, James Whiteside and Dan Woodward; of Lulu School, Robert Gordon, George Satchell and D. Walker; Sea Island School, J.W. Miller, Alex Duff and William Nicol and of Steveston School, W. McColl, H. Lee and George W. Shay.<sup>152</sup>

In 1906 the administration of education in Richmond was fundamentally altered. In that year the four districts were amalgamated to form the Richmond School District with Robert Gordon, Walter Steeves, Rice Rees and A.J. Douglas as trustees. J.W. Miller served as Chairman of the board of trustees and A.B. Dixon was selected as secretary. First on the order paper was the selection of sites and financing of new schools in the municipality. The year before a site in east Richmond had been selected for a school, at No. 5 Road and Cambie Road.

The school, named Alexander Mitchell, for the owner of the acre upon which the school was built, was completed in 1908. Its first teachers were Miss Hazel Shaw, Miss Peacocks, Miss Easton, Miss Revely and Miss Elder.<sup>153</sup> In the same year of

# EBURNE NEWS

Devoted to the Municipalities of Point Grey and Richmond.

VOL. 1. No. 13

SATURDAY, JUNE 20TH, 1908.

TEN CENTS PER MONTH

Petitions are in circulation—one for a license and one against a license.

Another saw-mill for Eburne. Messrs Martin & Shannon report the sale of water frontage just below the North Arm Lumber Co.'s property, to parties who contemplate erecting a new and modern sawmill.

The B. C. Telephone Co. will erect their slot phone on the B. C. Electric Railway platform at Eburne. Connection with the city can be obtained through this phone at any hour.

Mr. Griggs brought his little boy home from the hospital much improved on Monday.

It is proposed to give a concert for the purpose of assisting to raise a fund for the building of a Church for the parish of St. George, Eburne. Many will have pleasant recollections of the concert given two or three months ago for the purpose of buying the lots in the Townsite, on which to erect this building, and the promoters of this can guarantee an equally good entertainment with the possible added attraction of the terrible Turkish tragedy of "Kafoozalum," provided arrangements can be made for the production of this stupendous drama.

Mr. and Mrs. Evans of Mathers, Man., sister and brother-in-law of the Editor have been visiting a part of this week at Eburne.

Dogs in municipality of Point Grey, henceforth, will have to bear the mystical letters D. T. P. (dog tax paid.) The tax on male dogs will be \$2.00 per annum and on female dogs \$3.00.

Dogs not bearing the letters D. T. P. are liable to be imprisoned for four days, and to be shot dead.

A ratepayer asks: If the blasting by-law read in Committee on Thursday night goes through, will the Council employ 2 men to stand at different points, when the Council is blasting boulevards, etc?

A Committee has been appointed to investigate the title etc, of the townsite Co. A new Company is being mooted.

A strawberry festival will be held under the auspices of the Methodist Church in the Agricultural Hall on Friday, June 26th. There will be reduced fares from both Vancouver and Stevenson.

Dr. Gordon, brother of M. C. Gordon our hardware merchant, has bought the Red Cross Drugstore on Cordova St.

Mr. J. Craske has opened a harness maker shop above Mr. Burrows' smithy. Mr. Craske is a first class harness man and should be well supported.

Mr. Kolosoff has been executing a few minor repairs on his dyke, and it is now in its usual trustworthy condition.

Dr. Wilson is undoubtedly on the right track when he claims that the Provincial Government should make a \$200,000 grant to the Point Grey Municipality for car line purposes.

The proprietor of one of the Chinese piggeries in 472 was up before Magistrate Alexander on Wednesday charged with keeping a nuisance. The case was remanded for one week.

The little boy Pearce narrowly escaped having his foot cut off on Monday by falling off Mr. Richard's dray wagon. The hind wheel went over the foot at the ankle, but providentially no bone was broken.

Point Grey ratepayer. Roll be asked to elect a Councillor instead of Councillor Townsend very soon. The municipality is losing the services of a first class man. Councillor Townsend was a conscientious, faithful and broad minded public servant. A person who the public could and did trust, and the "News" only expresses the feeling of the whole Council and municipality when we declare our deepest regret at losing him from the Council board.

J. Mackay (Sr.) sold his house and lot on Eburne Ave. on Wednesday.

Sand and lime for Warsden's magnificent 14 roomed house on Townsend Road, arrived this week. Had not a serious accident happened to the contractor, work would be well under way by this time.

Mr. Macdonald, Sea Island, had a narrow escape Wednesday while passing the track at the 4th Street crossing. The horse was half across the track when the car was within ten feet, and those who witnessed it expected the horse would have been knocked down. Had Mr. Macdonald not had the presence of mind to back up, a serious accident would have occurred.

The dust on Granville St. these days is something fierce. It is no wonder that a lady driving with Mrs. B. Johnson on Wednesday afternoon fainted just opposite Mr. Abercrombie's house. Half-a-dozen people were on the spot immediately and did all in their power to restore the lady to consciousness, which happily did not take long. Perhaps it would be asking for too much to ask for a water wagon in the municipality.

The Council would do well to invest in half a dozen chairs for the municipal hall. We noticed several ratepayers sitting on the floor—Jewish fashion like—at two recent sessions of the Council.

Mrs. Peal, Townsend Road, wins first prize for early new potatoes. Mrs. Peal has been cooking potatoes from her own garden for nearly a week.

Mr. Percy Chapman was the 1st male, and Miss Fernie Macdonald was the 1st white female born on Sea Island, and both were born on the same day—the 7th of March 1886—just 22 years ago. We hope Miss Macdonald won't be angry with us for giving her age away.

The Foresters will meet at Burrows' Hall on Sunday evening next at 7 p.m. and will march in order to the Presbyterian Church, where Rev. J. A. Logan will conduct a Foresters' service. All Foresters and their friends are invited. Special hymns will be sung.

Dr. Gordon, of Winnipeg, son of Mr. Gordon, Sea Island, has been in Eburne for some days looking over the prospects for establishing a first class drugstore here. Dr. Gordon owned one of the finest drugstores in Winnipeg, but greater interests elsewhere induced him to sell out and come to the Coast.

Mr. and Mrs. Easterbrook (Jr.) celebrated their 21st wedding anniversary on Monday evening last, when a number of friends came together to spend a social time. Among those present were Dr. and Mrs. Gordon of Winnipeg, who have known Mr. and Mrs. Easterbrook since their youthful days.

Among the guests present were Mr. Turtle and Mrs. Miller, Mr. and Mrs. J. W. Sexsmith, and Mr. and Mrs. George Sexsmith.

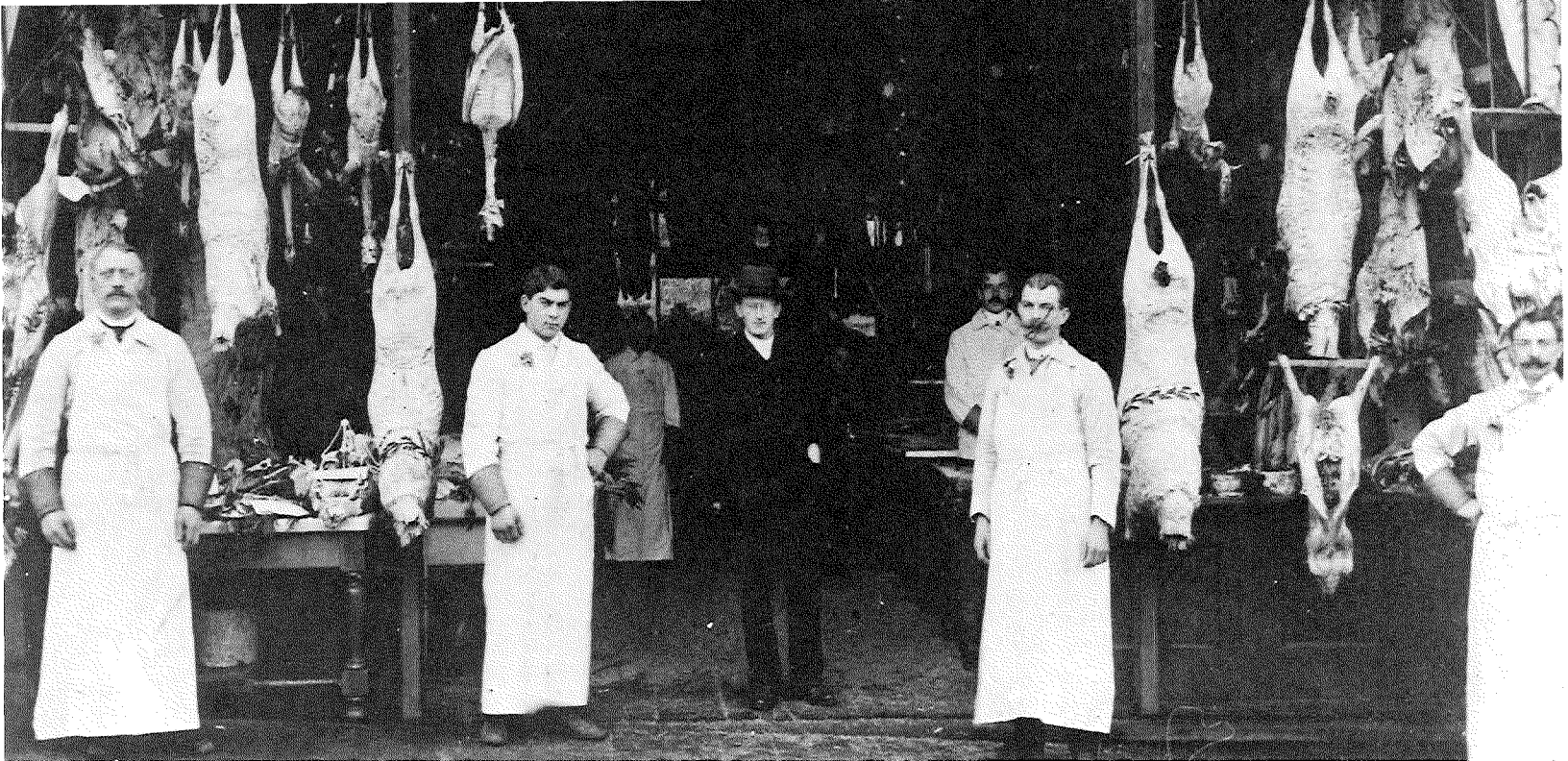
Johnson of Townsend Road, a gent of ninety two summers and quite as many winters challenges any gent of his age to a race at the Eburne sports on Labor day. The "News" will put up the stakes.

Griggs and Company's new bakery is a splendid success, the ladies are unanimous in their praise of the new baker and her product. There is no better bread in Vancouver. The buns however could be improved by throwing a few currants into them.

Speaking about bread—let us say that this office will give a prize, valued at \$5.00, to the lady who manufactures the best loaf of bread from the Easterbrook Imperial Flour.

A committee of the Richmond board of works, met on Mr. Shannon's property on Sea Island, to-day, to consider the condition of the roads and to arrange for

Wedding anniversary



87. Grauer's butcher shop at Eburne.

88. Some Presbyterian picnickers at Stanley Park, Vancouver. Among those enjoying (?) the outing is Arthur Laing pictured here as a small boy (in the upper right corner). Arthur, one of Thomas Laing's sons, grew to be a member of the Legislative Assembly, a member of the House of Commons and a Senator. The bridge to Marpole from Sea Island was named in his honour.



Mitchell School's construction, another school, Bridgeport, was completed. As Steve Boggis has written in *History of Richmond Public Schools*, "it was a 'huge' new school as it contained four rooms".<sup>154</sup> In 1908 only one of the four rooms was used as there was not sufficient funds to complete the others that year. However, when the rooms were completed they were used for a new purpose, a high school or, as it was called, a superior school.

Students who completed Grade six in Richmond and wished to go on to high school had to enroll in schools in Vancouver or Ladner. To encourage students to carry on their studies the trustees of Richmond School District designated two rooms on the upper floor of Bridgeport School to be used as a high school. The school's first principal was Samuel McElvaney. The first graduating class of the high school had four students, Wilf Cook, John Buchanan, Edyth Lynas and Ada Rees.<sup>155</sup>

The growth in the number of churches and schools reflected the steady growth of Richmond's population following incorporation. Individuals and families arrived in the municipality from across the continent and from Europe, some seeking the peace of a rural life, some joining relatives already settled in the area, and in the case of Rice Rees, seeking solid ground to work on after serving as an apprentice on the *Carnarvonshire* from Wales. When he jumped ship at Moodyville and made his way to the South Arm in 1880, he was not yet sixteen years of age. One of Rice Rees' shipmates, Bill Gray, disembarked at Point Roberts. Two years later he came to Lulu Island to settle at Terra Nova.

Others who settled on the South Arm include the Blair family. John and Archibald arrived from Ireland in 1879. Four years later they were joined by their families, after purchasing 335 acres of land to begin farming. Thomas Kidd writes of the Blairs, "this family . . . is the largest family that has come to Lulu Island, speaking of them as whole, the most successful".<sup>156</sup> Also settling on the South Arm were Charles and William London who, in 1881 purchased 200 acres from Thomas McNeely for ten dollars an acre. The Londons' farm soon became the centre of much community activity. Like several other riverfront dwellers, Charles London built a small wharf from which he shipped farm products and received supplies, a wharf which became known as London's Landing. At the southern end of No. 2 Road beside the London's own wharf a public wharf was constructed by the provincial government and served passenger and freight traffic on a more regular basis. Similarly a post office which was moved from the Phoenix Cannery Wharf to a building on No. 2 Road changed its name from Lulu Island Post Office to London Post Office. In this area there was also a

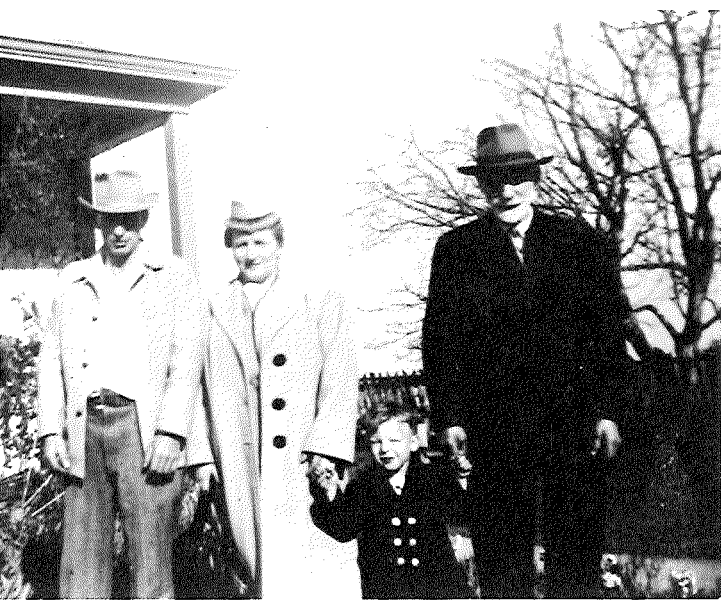
general store and a union church which, for a time, served as a school.<sup>157</sup>

The southwestern tip of Lulu Island, though on the south arm, became known as Steveston, for the pioneering family in the area, in particular, William Herbert Steves who foresaw a booming port city arising from the small southwestern corner of the island. Manoah Steves had settled in Lulu Island in 1877 and the following year was joined by his wife, Martha and their children, Josephine, William Herbert, Mary Alice, Joseph Moore, Ida and Walter. Manoah Steves imported a herd of Holstein cattle from Oregon in 1889 for dairying, a business which was carried on with great success by Joseph Moore Steves. However, William Herbert Steves' sights were set far higher. Convinced that the community of Steveston could blossom into a large metropolis he advertised through his paper, the *Steveston Enterprise* the wonderful real estate and commercial opportunities in the area.<sup>158</sup> William Herbert Steves died at the age of thirty-nine, disappointed that his dream for Steveston would not be realized but surely satisfied that his efforts had contributed largely to the strong sense of community identity which Steveston has retained to the present.

Another who came to live in Steveston was Frank Trites who built and managed a boarding house for a year, assisted with the publication of the *Steveston Enterprise* and ran a general store before heading off to the gold rush at Atlin, B.C. When he returned to Steveston he went back into the hotel business and took up farming. Later his interests turned toward real estate, forming the firm of Trites and Leslie in 1909 to handle general real estate and financial brokering. The company was known as Trites Ltd. after he purchased his partner's interest. Frank Trites' brother, Wycliffe Steves Trites, worked at a variety of Steveston enterprises including cannery work, for three years and carpentry work for four years, after which he became a farmer and the summer manager of a cannery. W.S. Trites also served as a municipal councillor and was a stockholder and director of the British Columbia Press Brick Company. It is remarkable, given the variety and number of enterprises in which he was involved, that Wycliffe Steves Trites was only thirty-six when he died.<sup>159</sup>

Other Steveston settlers in the first decades of the municipality include the Parker family. Mr. Parker first worked as a bookkeeper for Imperial Cannery and later for forty-five years, he served as postmaster in Steveston. Joining the Parkers were the Fentimans, George and Percy, Jessie, Edgar, Gladwin, and Mabel, and the Austin Harris family which included Charlotte (nee Bodwell) and their children, Eylene, Donaldine, Josephine and the twins, Leila and Lola. P.S. Faulkner, a well-to-do





89. The Rees Family, Rice Victor Rees Jr., Lizzie Rees McLeod, Ross Victor Rees, and Rice Victor Rees Sr.



90. The London Farm on the south arm as seen from the dyke. The smaller building is the first London farmhouse.



91. The Featherstone home on No. 4 Road between No. 9 Road and Finn Road, 1906.

93. South Arm pioneers, Mr. and Mrs. Featherstone.



92. The Blair family.

94.

**O. D. SWEET**  
 Commission and Real Estate  
 Agent,  
 Conveyancer and Notary Public.  
**WINGTON ST., STEVESTON.**  
 — AGENT FOR THE —  
 Dominion Building and Loan  
 Association and Ontario  
 Mutual Fire Insurance Co.  
**Farm Lands and Town  
 Lots for Sale.**  
 Conveyances, Deeds and  
 Mortgages executed on Short  
 Notice. Correspondence So-  
 licited.

5-16-TF

95. The McMynn home on No. 5 Road. Of particular beauty were the leaded glass windows which once adorned this large home.



Englishman, settled in Steveston in 1905 and served for many years as police magistrate for the municipality. In 1913, Mr. Faulkner returned to England to represent B.C. business interests. The business community of Steveston also included the Messrs. Sisson, Petersky, Rubinowitz, and Forlong who were all shopkeepers.<sup>160</sup>

The names which ring familiar to Steveston and Richmond ears, even today, when one assembles the early families of Steveston, include the Branscombes, David and Sarah, their children, Varnie, May, Julia and Eva, and David's brother, Solomon who had a daughter Mabel; the Buchanans; the Bicknells, the Engbaums, the Marshall English family, Virginia, Minnie, Laura, Marshall Jr., Barclay, John, Fannie and Roy; the Mackies and the Hepworths, the Marshalls and the sixteen members of the Olonzo McElhinney family. There were also the Tufnails, Yorks, Spicers, Vermilyeas and the Wescotts. And of course there were many more, such as the Bowers, Terryberrys, Whitesides and on and on the list could go.<sup>161</sup>

Neighbours on the north arm included James Thompson who began residency on Lulu Island as a farm hand after which he became manager of the 640 acre Milligan farm. In 1896 he was able to buy his own farm on River Road after leasing and farming some acreage for twelve years. Just down the road lived the Pearsons. Cliff Cross moved to Lulu Island in 1908, to work at the Terra Nova Cannery which was situated on the northwestern corner of the island. His father purchased acreage further east, at Cambie and No. 5 Roads. Nearby was the Easterbrook family who established a Flour Mill on River Road in 1906.<sup>162</sup>

Like many other new farmers William Gay rented property before he purchased land for his own farm. At first he rented the Beckman farm at \$45.00 per acre with an option to buy. Around 1909 he sold one hundred acres for \$1,000.00 per acre. However, transfers of ownership were not always so straightforward. In 1886 four settlers, Hugh Youdall, D.S. Milligan, Hugh Boyd and James G. Jaques became interested in the same piece of property on Lulu Island.<sup>163</sup> Hugh Boyd felt he had prior claim to the eighty acres because he had discussed the property with the provincial secretary John Robson, and referred to it in a letter dated July 8, 1886. Hugh Youdall in discussion with the local government agent, C. Warwick, had stated his interest in purchasing the land when it was removed from government reserve. He claimed that Premier William Smithe, who was also Commissioner of Lands and Works, was aware of his intentions but then Milligan also claimed, through correspondence with the commissioner that he had prior claim on the property.

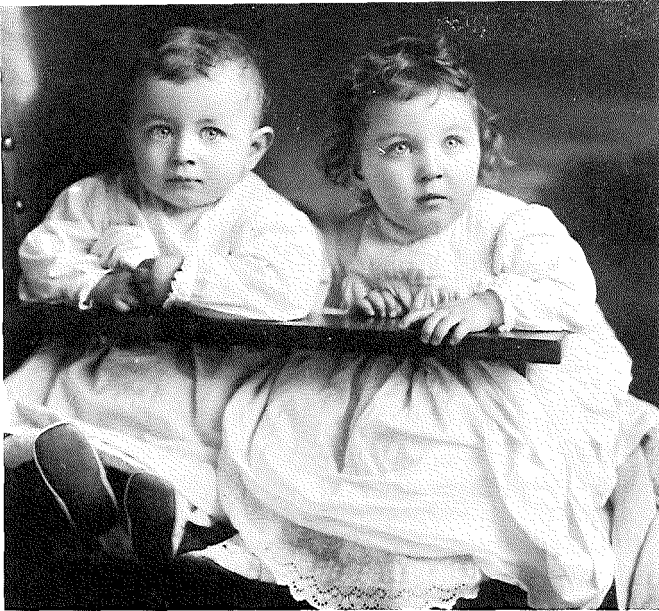
The reserve was removed on December 1 of 1886. The first man at the land office was James

Jaques. He was refused the land and so appealed to the Commissioner, ". . . as I am first purchaser, and I consider I am alone entitled to Crown Grant of such land."<sup>164</sup> The issue was magnified by the mishandling of it by the Surveyor-General which prompted accusations of nepotism in the government. To resolve the conflict the claim of Hugh Youdall was accepted with the proviso that he pay Milligan \$500.00 for improvements already made on the property. Youdall had arranged for five Newfoundland families to settle on the property, the plans for which were underway before the controversy was resolved and, indeed, may have influenced the Premier's decision. James Jaques enlisted the help of lawyer Norman Bole to press his claim for the property but it was to no avail. Neither Boyd nor Milligan contested the decision. In January of 1890 the Crown Grant was issued to Hugh Youdall upon receipt of a petition from the newly arrived settlers James Mellis, Joshua Parsons, Thomas William Horne, Robert Gordon and George Haugh, which read,

*We the undersigned residents of 'Terra Nova' being anxious to secure a title to our respective homes. The same being parts of Section 4 Block 4 North Range Seven West are desirous that a Crown Grant of the said section be issued to Mr. Hugh Youdall.*<sup>165</sup>

The area of their settlement has ever after been called Terra Nova, "new land". Settlement in the eastern sections of Lulu Island grew much slower than in the drier, more accessible areas such as Steveston, Brighthouse and Terra Nova. The extensive peat bog and low, marshy areas made travel as well as building quite difficult and, in places, hazardous. However a small German community was well established along No. 6 Road around the turn of the century. Similarly, on the south arm a mile or so east of the Blair farm a Finnish community evolved from a few families who arrived in the area around 1890. The first to arrive was Peter Mannini followed soon after by Kaalle Helenuse and Mikko Hihnala (who later changed his name to Jacobson). These men, before settling in Richmond, had travelled through North America but later settlers, upon hearing about the land of the delta, came directly to Richmond. Among those who emigrated from Finland were Mannos Inkstrom, Gustaf Elstrom and Billy Haasanen, all fishermen and farmers. They lived in scowhouses on the slough which came to be known as Finn Slough or on the land adjacent to the slough. Easing their adjustment to the ways of their newly adopted country was William Robinson (husband of Hilma Haasanen) who acted as their interpreter.<sup>166</sup>

Although it can be seen that farming communities were growing up across both Sea and Lulu Islands, the greatest concentration of popula-



96. Twins, Jocelyn and Madelyn Steves, daughters of William Carvill Steves.



97. Augustus Harris Wescott, his wife Sarah Lightbody, with children Leonard Augustus and Sarah Leleah.

tion was at Steveston and Eburne, followed by the Terra Nova and Bridgeport areas. Steveston to the turn of the century grew as a fishing centre and farming community, with a booming population and the many attractions of economic prosperity. The first cannery on Steveston waterfront was built in 1882 by Marshall English and Company and by 1897 there were fourteen operating canneries. Cannery work was greatest during the fishing season which generally ran from May to October although cans were made during the off season. The swell of workers over the months of fishing and canning made the construction of hotels and entertainment halls necessary and profitable. By 1910 the Sockeye, Richmond, Commerical, London, Royal Canadian and the Star Hotels were open and by all accounts, doing a thriving business. A news report datelined "Salmonopolis, June 17, 1899" read,

*The doors of the London Hotel swung this morning. By some circular navigation last year this hotel was shorn when licenses were issued but in the spring a license was granted.*

*A three-storey building plastered throughout, it is so arranged in case of fire that the wayfarer can do*

98. The Vermilyea family. John Cronk Vermilyea and his wife Ruth with their children Walter (the eldest), Herbert, and Lydia May.



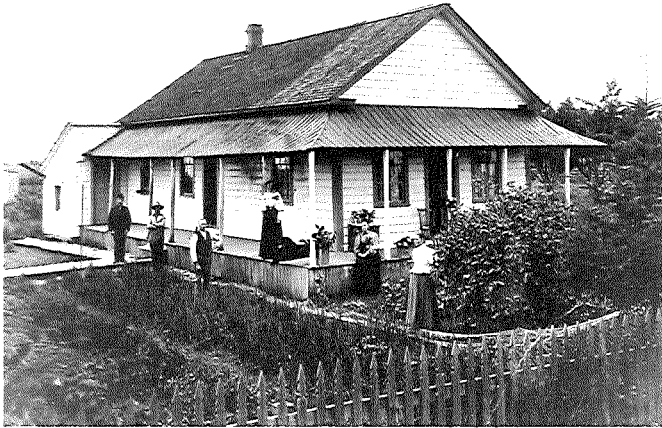
*the exit act with ease. Behind the bar I find Wm. O. Schemehl, or better known around Minaty's round bar as Billy; if Jake Grauer had hunted the world over he could not have found a better man. Tommy Hill, well known, takes the other shift. The dining room is clean and tasty, arranged so that 24 can sit down at one time. Mr. Phipps is looking after this department, which is a sufficient guarantee for an excellent bill of fare. The bedrooms, 24, are all newly furnished and with the present management this hotel will do a large business this year.*<sup>167</sup>

Less official reports tell of a bonus offered by the hotels of Steveston which provided the first drink of the day free and of a very athletic drinker who daily kept most hotels to their promises. There was even a bar situated outside the dyke to accommodate fishermen.

Steveston also boasted an Opera House, a theatre and phalanx of stores lining Moncton Street. A walk through Steveston at the turn of the century would take you past the Forlong and Steves Seed Store on No. 1 Road, Hunt's Store which became the Walker Emporium at the corner of Moncton Street and 2nd Avenue, and the Hepworth Building (the brick block) which included

99. The Mellis stage on its way to Vancouver via Granville Street. William Mellis is seated behind the wheel.





100. The first home of the James Bothwell family on River Road between No. 1 Road and No. 2 Road.



101. The Webster family on the verandah of their Bridgeport home.

the drug store, nearby was Maggie Quinn's ice cream parlour. Across the street was the Northern Bank and the Steveston Meat Market. There were several hardware and general stores, the Rubinowitz', the Branscombes', Sisson's and Petersky's. The Steveston Restaurant offered twenty-one meals for five dollars, according to an advertisement in 1891. Down on No. 2 Road the Londons ran a store with a post office. And of course there were the stages and livery stables. A.H. Wescott who ran the "Sockeye Stables" also had a livery business. Freeman Steeves also had a stage line as did Humphrey Trites. Walter "Billy" Steeves called his business "Palace Livery Stage and Sale Stables". It was on one of his runs home to Steveston from Vancouver on a stormy night in December of 1895 that Billy Steeves met his death. Near Granville St. the municipality of South Vancouver had been hauling gravel. This loosened the trees which lined the long trail and as Billy Steeves drove past one tree which had been uprooted by the wind it fell between the horses and the stage, killing the driver, though all passengers and horses were uninjured.<sup>168</sup>

The Salvation Army held a parade down Moncton Street every Saturday night of the fishing

season, to encourage the suspected strays to return to the fold. By all accounts the parades were well attended although it is unknown how many souls were saved; the parade route passed by all of Steveston's bars and gaming halls. Steveston police did their best to discourage unruly behaviour; officers kept an eye on the interurban as it came into Steveston sending anyone back to Vancouver whom they were unsure was orderly or sober. One tragedy which they were unable to prevent was a fire in October of 1908 which razed the eastern area of the community where the majority of residents was Chinese. The loss of property was estimated at \$35,000.00.

Although William Herbert Steves visualized a port and city at Steveston to rival and even surpass the community on Burrard Inlet, Vancouver, the community Eburne which grew up along the North Arm of the river promised stronger links to Vancouver. Indeed Eburne stretched across the river including the slopes of South Vancouver as well as the northern riverfront properties of Sea Island. The nucleus of the community of Sea Island was at the foot of the North Arm bridge on the northeast corner of the island. There the Grauer family established a butcher shop. Nearby was

102. A recent photograph of Finn Slough at low tide.



103. The Sockeye Hotel in Steveston.



Billy White's blacksmith shop and the Eburne Post Office which was moved from Lulu Island where it had been operated by J.W. Sexsmith. Harry Eburne who had set up a general store on Sea Island sold it in 1898 to Churchill and McKay. And close by was the Sea Island Presbyterian Church.<sup>169</sup>

Jacob Grauer arrived in Richmond in 1895 from Wurtemberg, Germany via New York, Illinois, Iowa, Nebraska and California. In 1883 he had made his first contact with B.C. as a buyer and shipper of lambs. Three years later he moved to Vancouver where he purchased some cattle and opened a butcher shop. Mr. Grauer moved his shop to Sea Island in 1895 after he had purchased three hundred acres of land from George Garripie. Grauer's butcher shop, within a very few years, became a focal point of the community which was growing on the island. Neighbours of the Grauers were the Thomas Laing family, Thomas Jr., Arthur, Richard, Marion and Rachel as was Joseph Miller who had come to live with his uncle James, and the McDonald clan, Duncan and his wife, Catherine and children, Harold, Duncan, Donald, Gordon, Ralph and Minnie.<sup>170</sup>

If Steveston was primarily a fishing centre, Eburne was the centre of farming activity. Located between the north arm and middle arm bridges Eburne thrived as a way station and delivery post. And although the community was not as large as Steveston it was as dynamic and lively. Lining the streets of Steveston were barrooms, entertainment halls and theatres but Eburne had none, one difference being Eburne's proximity to Vancouver where the selection for an evening's entertainment was as great as or even greater than Steveston's. Steveston shipped her fishing products across the country and to Europe; her agricultural products served her own population and some were shipped upriver to other B.C. communities and into Vancouver. Eburne did not have the world market but rather served as a depot for agricultural products grown across the municipality. It was a service centre for farmers and their families, a gathering place for marketing and purchasing goods. Most of Eburne's goods, the dairy and agricultural products were destined for the neighbouring market of Vancouver, a city rebuilding after the fire of 1886.

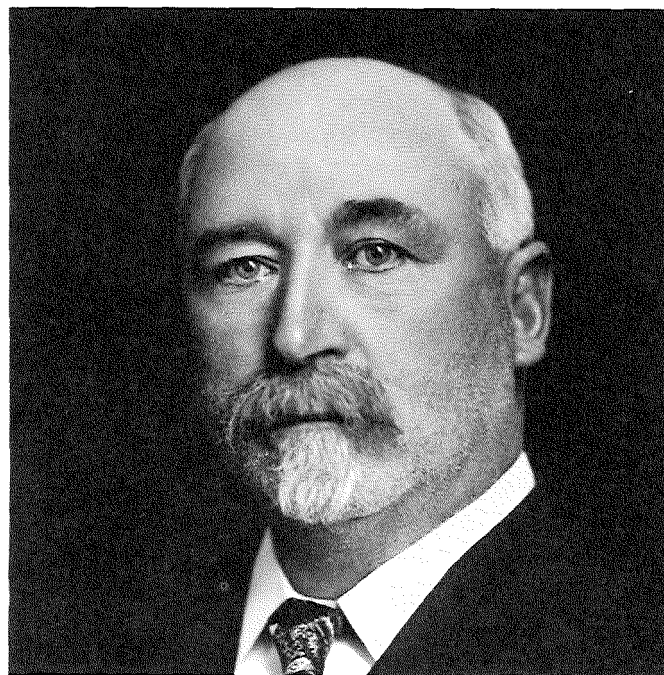
There was a chance in 1895, however, that Eburne rather than Steveston would be a boom town. In the course of drilling for water near the Town Hall, it was thought that Alex McLeod had brought up in the borings tracings of gold. Charles Barney examined the borings and had them assayed with the apparent claim that there was gold in the sand of Lulu Island. Coincident with this discovery was the creation of the Richmond Developing and Mining Company with a capital stock of \$120,000.00

divided into ten dollar shares. Alexander McLeod, Charles Barney and John Errington were the principals of the company. With reports of gold discoveries and a mining company to explore further, the gold rush was on.

Lulu Island was staked off into mining claims and, Thomas Kidd reports, many Richmond residents turned miners overnight. The claims were grossly exaggerated and Charles Barney quietly left the scene of his disappointment, probably richer from the sale of the company's shares. A mining exploration in Steveston proved somewhat more successful. In 1891 reports of large reserves of natural gas lying in the soil of Lulu Island caused great enthusiasm in the Vancouver newspapers. One reporter urged potential land purchasers to pay a visit to Steveston to watch the gas burning; apparently a lighted match thrown into "the seething bubbles" would cause the gas to flash like gunpowder. The *British Colonist* reported, "Over one well some time ago an empty cask was placed and through the end of it a half inch hole was drilled and the current coming out of this was sufficient to give 100 candlelight continuously".<sup>171</sup> The surface indications could be seen from behind the Japanese hospital to the waterfront and westward to the lighthouse at Garry Point. The fast stocks of gas led others to speculate that there were also deposits of coal and petroleum on the island.

In 1904 the Steveston Land and Oil Company was formed to systematically tap the resources of Lulu Island. The directors of the company who were from Vancouver purchased some property along Broadway Street in Steveston to begin drilling. A group of speculators in Steveston had attempted to do the same but found their equipment

104. Jacob Grauer



105. The London Hotel on Moncton Street in Ste



LONDON HOTEL

COPE &  
STEVENS  
ELECTRIC

DINING



106. The Northern Bank on Moncton Street in Steveston. This same building has served as the home of the Northern Crown and Royal Banks, a doctor's office, and most recently a post office and museum.



107. The J.C. Forlong store when it stood alone on Second Avenue in Steveston. In the distance is the W.H. Steves home.

unequal to the task. The Steveston Land and Oil Company imported machinery and expert engineers from Texas. The first signs were encouraging, as daily reported in the *British Colonist* of Victoria. Two months after the initial drilling the company opened for purchase 30,000 shares valued at one dollar.

In August drillers reported they were nearing a large find. Estimates were as high as 350 to 355 barrels per day. The burn-off torch sent flames high into the sky, a promise of the extensive reserves the oilriggers expected. Drilling continued although it was not long before optimism waned. The company needed to find large reserves in order to pay for materials and equipment which were on their way from the United States but by 1906 no such reserves had been found. Hampering the search was the silt through which the oil had to be raised. Apparently the silt was "so fine that only the finest and most expensive screen piping was of any avail in keeping the pipes from filling up with this fine flour-like sand".<sup>172</sup> The search for oil by



108. A common sight at the turn of the century, patrons visit the bar at the Commercial Hotel.



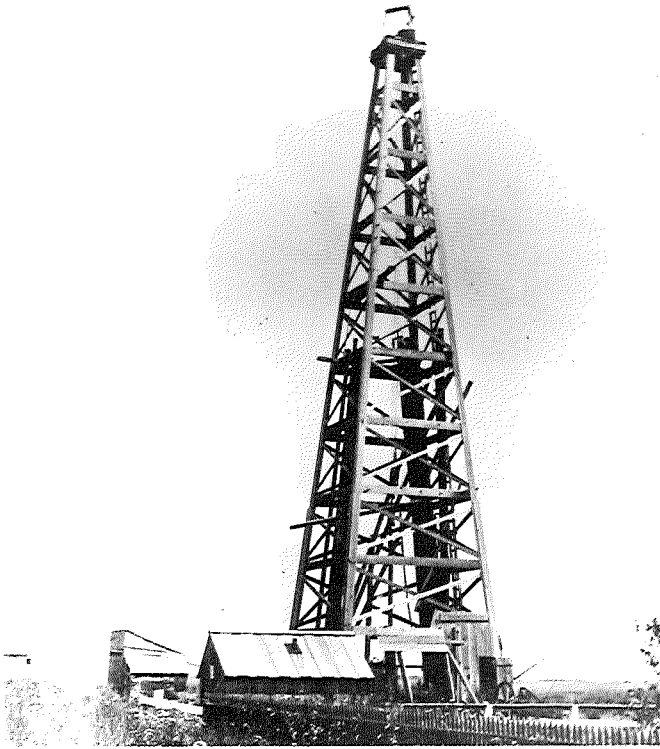
109. The Steveston Opera House.



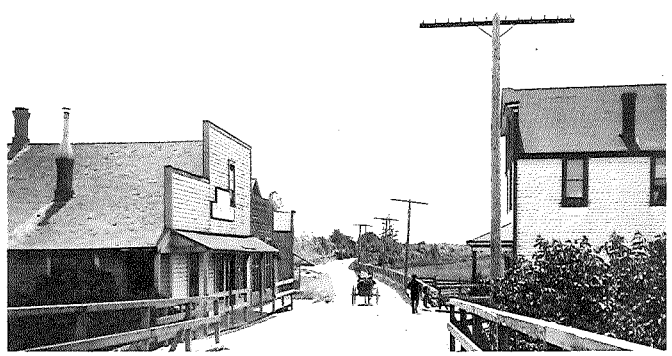
110. Billy White, son, and neighbours in front of his blacksmith's shop at Eburne.

the Steveston Land and Oil Company ended in 1906 although much oil was left untapped. And despite the failure of the Vancouver company Steveston streets and homes were continuously lit with gas many years after the "boom".

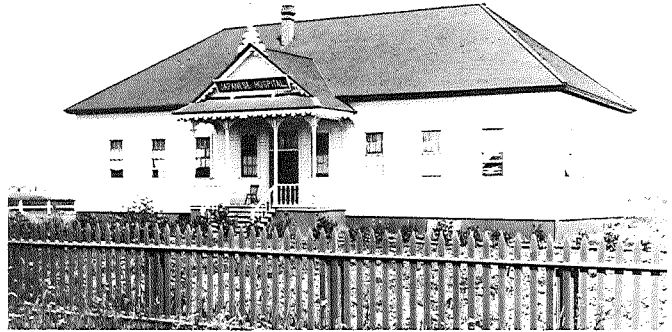
The greatest excitement of Richmond's first decades came on March 25, 1910 when Charles K. Hamilton took his Curtiss pusher biplane for a short flight over the wide open spaces of Lulu Island. Mr. Hamilton staged his performance for a crowd of 3,500 spectators who had gathered at the year-old Minoru racetrack in present day Brighthouse. The flight of March 25 made history as the first flight west of Winnipeg, Manitoba. The first ascent was not lengthy but on the following day Mr. Hamilton thrilled his onlookers by a return flight from Minoru to New Westminster. Confident of his new machine, Hamilton next challenged Prince Brutus, a racehorse and his rider, Curley Lewis to a, one mile race, offering the horse a three-eighths-of-a-mile lead. The horse, to Mr. Hamilton's embarrassment, maintained his lead



111. Steveston Oil Derrick, 1904.



113. The Eburne Bridge leading onto Sea Island. Note the road to the bridge to Lulu Island on the left. Store on the left is the Eburne Post Office.



114. The Japanese Hospital in Steveston.



112. Second Avenue in Steveston looking north from the dyke, 1908.



115. The Duncan McDonald family of Sea Island.

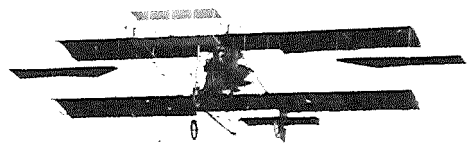
and won the race by ten seconds. Nevertheless Charles Hamilton had demonstrated the power and potential of the airplane.<sup>173</sup>

Following Hamilton's lead the Templeton brothers, William and Winston, and their cousin, William McMullen of Vancouver, built a tractor biplane with a three cylinder Humber engine and a 28-foot wing span. William Templeton piloted the plane from its takeoff at Minoru on April 28, 1911. Unfortunately the plane flew no further than 260 feet, ending its short career by bulldozing a nearby fence. The Templetons and their cousin were undaunted. They immediately undertook repairs to their plane, only to be thwarted by a fire which swept through the shed where the plane was stored.

Not discouraged by the problems of the Templetons or Charles Hamilton, Billy Stark set out on April 24, 1912 to make, with the cooperation of newspaper reporter, James Hewitt, the first passenger flight in British Columbia. Mr. Hewitt, with the able manoeuvring of the pilot, had a ride

of six miles and eight minutes, soaring to a height of 600 feet. The plane travelled at 40 miles an hour. Mr. Stark had converted his biplane into a passenger plane by strapping a board onto the lower wing to the left of the pilot. Mrs. Stark was next to experience the ride, and thus became the first woman passenger in Canada. Her sensation was, no doubt, similar to Mr. Hewitt's which he

116. Mr. Hamilton's flying machine.





described to the many onlookers, "the feeling was somewhat similar to that which would be experienced on the cowcatcher of an express locomotive travelling at top speed against a head on gale".<sup>174</sup>

In the next few years more records were made and broken at Minoru. In 1913 Jimmy Bryant set an altitude record. Six years later Captain Ernest Hoy made the first airmail delivery across the Rockies,

to Golden, Calgary and Lethbridge. By that time Richmond's "airport" was located on a 40-acre strip south of Alexandra Road on Lulu Island, just a mile from Minoru racetrack, and an Aero Club had been established by Billy Stark to teach the rudiments and pleasures of flying. Mr. Stark assembled his first class of fifteen students in a field near Steveston. However, it was not until 1931 that Richmond became the "Gateway to the West".



117. Mr. Hamilton (on far right) after his pioneering flight (despite the smashed wheel) Minoru 1910.

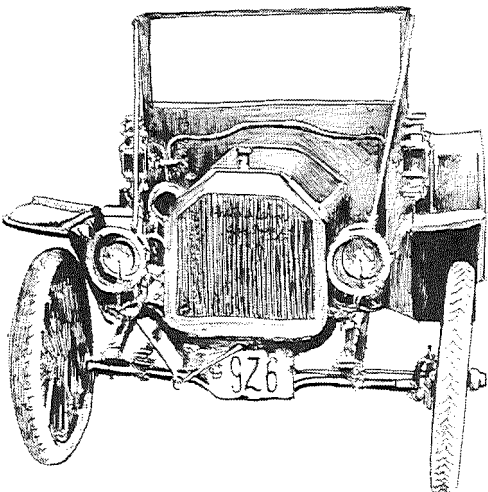
# The Community Takes Shape: 1910-1930

With the flight of Charles Hamilton at Minoru Park came a renewed interest in Richmond. It was not the farmers who in the past had turned their attentions to settlement and cultivation of the fertile lands, but rather aviators, town planners, horsemen, and sportsmen who saw new kinds of opportunity in Richmond's open spaces. The two decades that followed the historic Hamilton flight were marked by consolidated municipal growth and expansive plans for town and harbour development. During these years the municipality passed through the first World War, Prohibition, and the lively twenties, and with the approach of 1930 headed into the depression which was covering so much of the world.

In 1912, the *British Columbian* published the plans of Charles F. Pretty for the development of Steveston into a major west coast port and city. As with William Herbert Steves before him, Steveston had inspired Pretty because of its location at the wider, deeper entrance to the Fraser River which was able to handle large, deep-drafted ocean vessels. It was to serve not only the harbour and distribution centre for local fishing operations, but also the shipment and handling of merchandise and produce to and from all parts of the world as well. Pretty's plan showed housing and commercial building crowding the southern and western shores of Lulu Island. On the foreshore 4.9 square miles were to be reclaimed to provide space for piers, warehouses, storage sheds, industrial sites, and railroad tracks. It also called for investors to seize these real estate and business opportunities before the "rush" began.<sup>1</sup> The plan caught the imagination of many but little investment or development followed.

Plans were also afoot for the industrialization and development of the north and middle arms. The scheme, suggested as early as 1912 and promoted by the newly created Richmond and Point Grey Board of Trade led by W.T. Easterbrook, envisioned "docks and industrial sites to cover an area of fourteen square miles, the whole of Lulu Island practically" at a cost of \$30 million. The plans provided for 75 miles of railroad tracks and a 3,500 foot tunnel beneath the Fraser River joining Richmond with Vancouver. The visionaries, F. Wodey and Thomas Dauphines, formed a development company, the Vancouver Docks and Harbour Extension Company to promote the plan, but there is no indication of any real estate rush or industrial boom.<sup>2</sup> Fourteen years later, the *Richmond Record* coldly commented on the master plan of 1912, "in reading the whole write-up now seeking inspiration one is overwhelmed with a sense of disillusion. These were the glowing anticipations of a glorious sunset, soon to be overcast and blotted out . . ." World War 1 stifled the energies of even the most enthusiastic and sealed the scheme's financial doom. In 1926 the editors of the *Record* cautioned,

*Our own needs and trading are limited by our members, however,*



*well-off we may be. And our production is further limited by our capital, in which our savings are a more desirable item than credit . . . What would be the good of being all dressed up with docks and tunnels and factory chimneys and nowhere to go.<sup>4</sup>*

Progress, it was suggested, "is more spiritual than material in character". The editors called upon the Board of Trade, "drivers of the car of progress", first to mould the character of the community and then to construct the machines and monuments of business and industry.

However, not everyone was so cautious. In 1930 an editor of the *Vancouver Province* newspaper, Charles O. Scott issued a grandiose scheme for "Industrializing Lulu Island". The plan involved a large harbour development off the South Arm and at Steveston. The mills and plants which would be built along the shores of the north and middle arms would serve both Richmond and Vancouver as well as the large untapped overseas markets. Industrialization of Richmond was not a matter of choice according to Mr. Scott, rather it was inevitable. It was the duty of the municipality to direct but not to slow the pace of progress. The future of Lulu Island as Mr. Scott saw it, included,

*Ocean liners tied up to great docks at Woodward's Landing on Lulu Island. Long wheat trains clanking across switches to big elevators there. Continuing lines of quays based on the grass-grown dykes that now front so gently on the South Arm of the Fraser.*

*And on the north side of the island, smoke from a big industrial centre, from new sawmill burners and scores of little plants and supply houses. Switch engines at work assembling trains of B.C. logs, or fruit trains or mixed freights.*

*And in the course of years, a vast terminal and industrial area filling the whole east half of Lulu Island and formed by the merging of these two great north and south areas.<sup>5</sup>*

While Charles Pretty and Charles Scott revelled in the dream of industrialization, the municipal council dealt with the daily concerns of the municipality. Although such matters may have seemed rather mundane in comparison with the lofty visions of the developers, their undertaking and completion were just as important to the success of the municipality. The council was led by William Bridge until 1917, and by John Tilton, J.W. Miller and F.A. Tomsett after him.<sup>6</sup> In many cases the issues before the Council were offshoots or the results of previous bylaws and decisions. The maintenance of a water supply, road building, and the repair and improvement of the municipal works remained matters of concern.

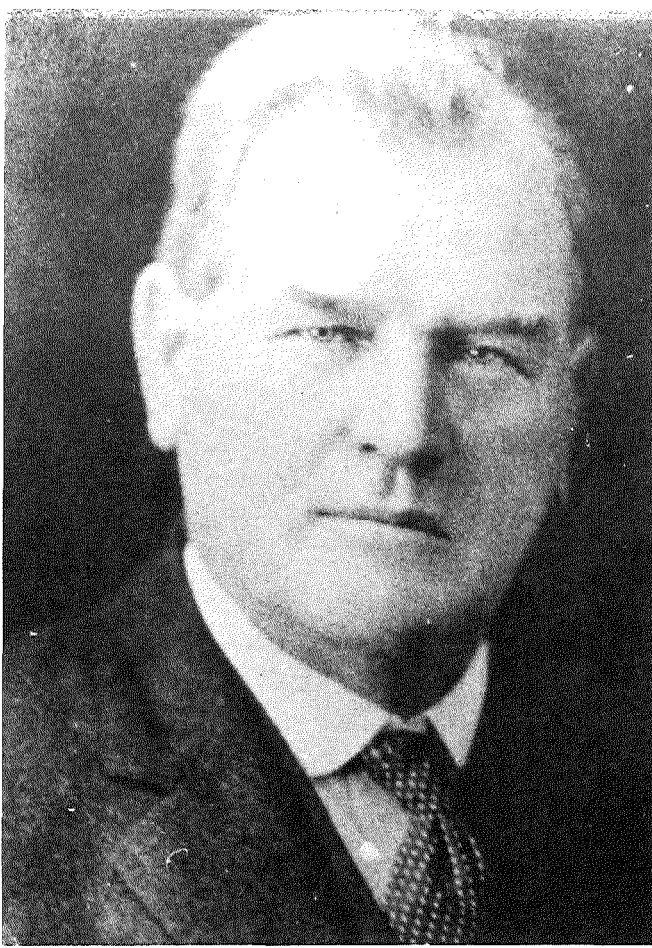
The supply of water to Richmond farmers and residents was essential and problematic. After the agreements of 1909 to ship water from Lake Coquitlam, the municipality made plans for the pur-



118. Reeve Wm. Bridge.

chase and construction of water pipes. The system, one of the most modern at the time, was installed in 1912. Within a year, however, cracks and leaks appeared in the works. The shifting of sand on the floor of the Fraser River was causing breaks in the water mains connecting Sea and Lulu Islands at the western end of Lulu Island.<sup>7</sup> In 1913, this disruption in the supply of water was temporarily solved by the placement of the water mains on the bridges. By 1916 few of the connections had been repaired; the winter had been very harsh and other problems had required the attention of the water works superintendent. The wire-binding had corroded and further broken down the wooden pipes. In April the superintendent was relieved of his duties, to be replaced by Charles Jones in the position of foreman.

Unfortunately, the problems did not end with Mr. Jones' appointment. In 1917, nineteen more breaks in the pipes again caused by corroding wires were recorded. Reports for many years after enumerated cases of frozen and corroded pipes, with the often repeated recommendation that the pipes be replaced. In 1922 the position of foreman was eliminated, although two years later Charles Jones was appointed water works superintendent.<sup>8</sup> In the interim the Council had recommended to the Council of New Westminster that water from that city be carried through thirteen-inch pipes rather than the eight-inch pipes previously chosen. New Westminster did not agree, prompting Richmond's delegation to demand, in 1924, the installation of twelve-inch pipes, a request unusual only because the municipality had



119. Reeve J. Tilton.

made plans to use Seymour Creek as the major water supply in the future.<sup>9</sup> In 1930 Richmond residents overwhelmingly approved a bylaw to authorize the municipality's membership in the Greater Vancouver Water Board.

Passage of the Water Board bylaw signalled the growing sentiment among Richmond dwellers that joint development and the sharing of resources and facilities was both practical and efficient. The Water Board served its members as coordinator of water supplies and shipments, to ensure the regular delivery of water and the maintenance of pipes. The Board of Harbour Commissioners, formed in 1912 to monitor and regulate traffic on the north arm of the Fraser River from its mouth to New Westminster, served a comparable purpose. By measuring the volume and type of traffic along the river, the bordering municipalities and Vancouver and New Westminster could better co-ordinate the opening of bridges, the construction of docking and industrial facilities, the schedules of ferries, and the travel of private boats.<sup>10</sup>

Co-operation between the municipality and the cities of New Westminster and Vancouver was especially important in regards to the maintenance of transportation routes. Most costly were the bridges which linked Richmond with South Vancouver and New Westminster. In 1914, South Vancouver was forced to default on its payment toward repairs on the North Arm Bridge, and two years later the No. 5 Road Bridge (Fraser Avenue) required an additional \$1,128.07 worth of repairs when an ice floe ripped away 160 feet of the



120. Reeve J.W. Miller.

structure. Fortunately, in the latter case, South Vancouver was able to guarantee payment for half of the bill.<sup>11</sup> In 1921, even greater tragedy struck when nine people riding in a jitney plunged to their deaths over the open span of the Fraser Avenue bridge. No damage was done to the bridge itself, but litigation against Richmond continued until 1924 when \$30,000.00 in damages were awarded. The sum of \$9,566.88 had already been expended for maintenance on Fraser Avenue Bridge and South Vancouver had agreed to pay only \$15,000.00 toward the payment of damages. The financial burden on Richmond became more pressing as the provincial government's Department of Public Works announced that they would accept no responsibility for the accident and declined to contribute toward the payment of any claims.<sup>12</sup> The final blow came within days of this announcement when tugboats on the river rammed the bridge. Although this damage was not extensive, Richmond, with support from South Vancouver, decided to close the Fraser Avenue Bridge.<sup>13</sup>

While these problems plagued the Fraser Avenue Bridge, actions were initiated for the takeover of the North Arm bridges by the provincial government. As early as 1917, Gerry McGeer, Richmond's representative to the provincial legislative assembly, proposed that No. 3 Road be made a trunk road to be connected with the bridge to Sea Island and that the management and maintenance of the Eburne and Fraser Avenue bridges be undertaken by the government.<sup>14</sup> Generally supported, this proposal circulated through the council for several sessions; however, special legislation was



required before any action could be taken and matters were left unresolved as attention returned to the Fraser Avenue Bridge. Richmond went to the government for funds to rebuild the bridge, was rejected, and appealed to the Supreme Court.<sup>15</sup> In the meantime, the municipality went ahead with plans for repairs accepting a tender of \$5,880.00 and a contribution of \$4,280.23 from South Vancouver following a suit.

In 1929, the provincial government agreed to assume responsibility for the Fraser Avenue Bridge and No. 5 Road, reclassifying the latter as an arterial highway and bridge approach.<sup>16</sup> In that same year, the C.N.R. proposed the construction of a bridge across the North Arm at Shell Road which would connect a rail line running eastward along the northern bank of Lulu Island and southward to the South Arm, but the plan was cut short when the C.P. R. refused to permit them to link up with a C.P.R. line on the North Arm. The C.N.R. did, however, have a southern line across Lulu Island from Queensborough to Steveston. It was built in 1914 with four stations along the line at Ewen Avenue, Ewen's Landing, Woodward's Landing, and Steveston at Moncton Street. The C.N.R. used the line for two years until peat fires, which had plagued the eastern portion of the island, destroyed many of its pilings, trestles, and the road bed. With the fire burning deep in the peat, it was extremely difficult to extinguish. The railroad had to stop using the line, but it was not long before protests to the Canadian Transportation Commission brought about its reactivation. However, by 1917, poor road bed conditions forced the line to be closed again, and it remained so for fifteen years.<sup>17</sup>

On the South Arm, plans by the Terminal Engineering Company for a bridge were approved. They called for a 300 foot span with 40 foot clearance to be built between Woodward's Landing and Ladner within two years of receiving both provincial and federal government approval. The presentation to council for the bridge was first made in 1927 although preparations had already been initiated two years earlier.<sup>18</sup> In 1925, the council proposed that No. 3 Road from Eburne Bridge to No. 9 Road (Steveston Highway) and along No. 9 Road to Woodward's Landing be declared a secondary highway. Furthermore, the north end of No. 3 Road was diverted toward the bridge connecting Lulu and Sea Islands. This bend from Cambie Road leading north toward River Road is evident today.<sup>19</sup> No. 19 Road (Westminster Highway) was also classified as a government highway.

In 1912, \$100,000.00 was approved for general reconstruction and improvements throughout the municipality. With assistance from the provincial government for arterial highways, the municipality was able to direct these monies toward the grading of new roads including No. 4, No. 5, No. 8 Road, and the River Road from Bridgeport to No. 4 Road.<sup>20</sup> Also the advent of the motor car made the paving of major roads a necessity, and, indeed, the whole pattern of traffic was altered on January 1, 1922 when the roads were changed to right hand drive.

Thus, by 1930, the municipality had been linked with her neighbours via the bridges and had drawn in the outlying communities by a network of roads which now crisscrossed the island. The B.C.E.R. as well had increased the number of stations across Lulu Island. To accommodate those farmers with dairy products and farm produce to ship to the Vancouver market, the B.C.E.R. moved the Vancouver terminus of the interurban closer to the warehouses of the business district, and by offering lower rates to Richmond farmers bringing milk into town they allowed for better competition with the Vancouver dairies.<sup>21</sup> Others viewed the interurban as a way to the theatre, and on Friday and Saturday evenings the cars were packed with people headed for the Pantages and Orpheum Theatres in Vancouver. According to one traveller, the late train home (midnight to 1:00 a.m.) became known locally as the "peanut special" from all the shells that were dropped to the floor en route to Steveston.<sup>22</sup> Vancouverites in turn would ride the interurban to the Steveston Opera House for New Year's Eve parties when the B.C.E.R. would run until 3:00 a.m. to ensure a safe journey home for all. And some of the most lively interurban rides of all involved the hundreds of horse racing fans headed for the Brighthouse track.

The bridges, the roads, and the interurban line became popular transportation routes for many farmers, merchants, shoppers and commuting workers for whom movement into, out of, and within Richmond was now facilitated. However, some islanders still favoured transportation by water for the shipment of goods and produce, and for commuting. Although the waterways separating Richmond from her neighbours and the mainland markets had been traversed by bridges, these connections were often in need of repair or were slow to be constructed. Woodward's Landing had long served as a depot for goods and travellers from Ladner. To encourage greater commuter traffic from the southern delta, the B.C.E.R., at the urging of the Vancouver Board of Trade, provided buses to take passengers from the landing to an interurban station on Lulu Island for the final leg to Vancouver, and, in 1922, a jitney service between Woodward's Landing and Vancouver was started

One dream for the development of Lulu Island. There never was a greater freshwater seaport which failed to make good, and if natural advantages are to be counted the estuary of the Fraser River with its rich endowment should be more a success than the most sanguine could anticipate."



122. The Boyd home on Mitchell Island. The Boyds rented the former Alexander Mitchell home in 1918.



123. One of Mitchell Island's first stores.

by J.T. Clement.<sup>23</sup> In 1928, plans were underway for a ferry from Steveston to Sidney on Vancouver Island. The following year a C.P.R. dock was built at the southern end of Seventh Avenue and, by the summer, service had been established.<sup>24</sup>

The ferry system was also not without its delays, accidents, and problems. The river flooded in the spring and froze in the winter. When the Fraser was in flood, the waters at the mouth raged out to sea creating new eddies and whirlpools in the main current, and navigation required a keen sense of the river's channels and a stern grip on the wheel. When the river froze, the ferry was forced to halt service entirely, often for days at a time. Also, thick fogs which would settle on the delta for up to six weeks in the dampness of October and November, often hampered the boat pilots. Without the modern invention of radar, the pilots had to rely on their senses and memory to guide them across to the dock. Two well-known ferries crossing the Fraser to Ladner were the 40 foot *Senoma* operated by Mr. Brewster and the *S.S. New Delta*. Connecting Steveston and Sidney was the *Princess Louise*.<sup>25</sup>

While ferries linked Richmond with the surrounding municipalities and Vancouver, other boats were necessary for travel to the scattered small islands on the North and South Arms. Many settlers in the area chose to farm the fertile lands of Twigg, Mitchell and Westham Islands which sat offshore from Lulu Island. Other even smaller islands such as Jimmy's, Rose, Kirkland, Dinsmore, Don, Duck, Eburne, Gunn, Iona, Barber, Woodward, Lion, Steveston, Swishwash, Tree, and Wood's Island were either uninhabited or farmed by only one or two families making ferry service impractical. There was, however, frequent traffic between these islands and Lulu and Sea Island in family boats and scows.

Among those who did live on the surrounding islands were the Gilmore family on Westham Is-

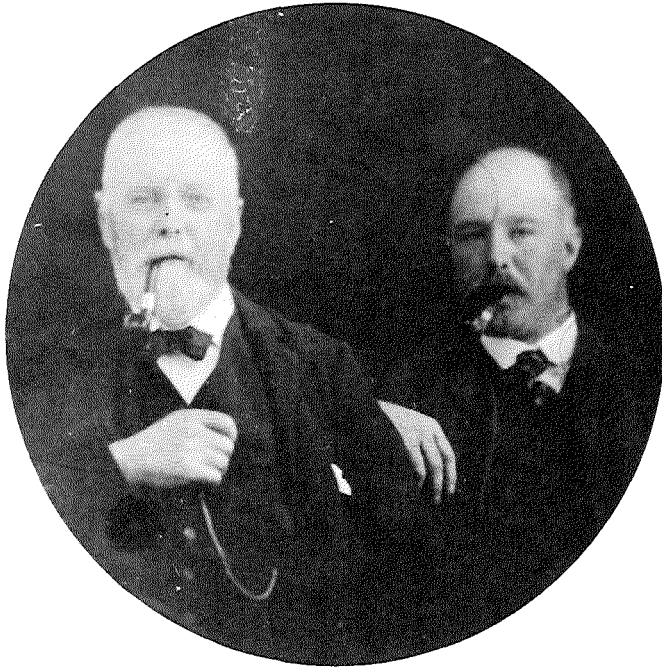
land, the Alexander Mitchell family and James Thompson on Mitchell Island, Donald and Nettie McMillan on McMillan Island, and Jimmy, a black hermit, on Richmond or Jimmy's Island. Some of these settlers, like Leslie and Sam Gilmore and James Thompson moved to Lulu Island, but to this day there are still farming settlements on the smaller islands of the delta.<sup>26</sup> However, several of these islands are no longer part of the municipality of Richmond. In recent years, dredging of the river and the reshaping of the delta have altered the form of the river, but the major changes were made in 1913 through negotiations with the municipality of Burnaby. The boundary was set at mid-channel of the North Arm and Burnaby agreed to pay \$7,000.00 to Richmond.<sup>27</sup> Six years later Richmond relinquished the foreshore of South Vancouver to that municipality with the agreement that Richmond would receive \$700.00 per year for thirty years and that South Vancouver would pay for the maintenance and repairs of the Eburne Bridge.<sup>28</sup> As evidenced earlier, the latter part of this agreement often proved difficult to uphold.

In the two decades leading to 1930, Richmond grew and changed internally as well. Many new political faces appeared on the school board, on the council, and in the position of reeve. William Bridge, who eventually served as reeve for nine terms, first served on the council of South Vancouver for five years before moving to his farm on the South Arm. The *Point Grey Gazette* decried Reeve Bridge as a man of "great energy, courage, and fairness, who sacrificed much time in the public interest".<sup>29</sup> Reeve Bridge was succeeded by John Tilton, a Steveston merchant. After his tenure as Reeve, Mr. Bridge served on the Richmond School Board. Reeve Tilton served eight terms from 1917 to 1919 and from 1921 to 1925. The 1920 council was led by William Bridge. J.W. Miller became reeve in 1926 after having previously

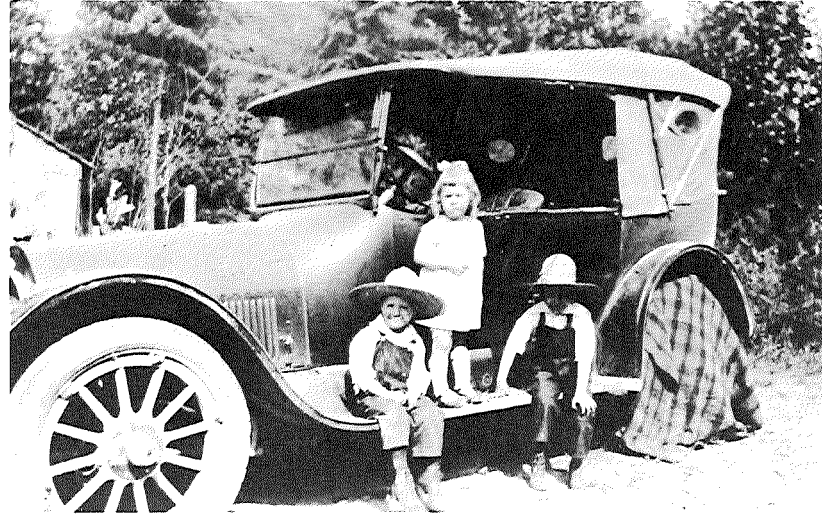


124. An early telephone operator.

126. Sam Brighthouse and his nephew, Michael.



128. Six cyclists on Second Ave., Steveston.



125. Marie and her brothers Doug and Art Savage.

127. An early motor car. The Thomas children stand in front.



129. Tom Leslie's lumberyard, Steveston.







130. Hired hands on the McDonald farm, Sea Island.



131. The Fred May family.



132. A gathering at the McDonald farm.

133. Norman and Mary McNaughton (left) and Katherine and Alex Mudry in front of their gas station.





134. A child wanders perilously close to the smouldering fire, Steveston, 1918.



135. A Japanese lady and child stand before the wreckage left by the Steveston fire of 1918.

served as a councillor for eight terms between 1896 and 1917. Reeve Miller was the nephew of James Miller with whom he purchased and eventually farmed 210 acres of wild land on Sea Island.<sup>30</sup> The next reeve was Frederick A. Tomsett who assumed the position in 1929 after serving on the council from 1916 to 1919 and in 1921 and 1922. Mr. Tomsett was a partner in the Tomsett and Porter Greenhouses and was an active member of the Richmond Agricultural Society.<sup>31</sup>

In addition to Bridge, Miller, and Tomsett, other council members serving between 1910 and 1930 included Henry Fentiman, F.N. Trites, Chas. Martin, James McCallan, William Gay, Rice Rees, William Oldfield, Thomas Foster, Donald McKay, D.M. Webster, James Mackie, Thomas Howard, John Cook and James Lockhart. All served a minimum of two years; three to five years was the more common length of time on the council. One councillor, John Cook served twenty-two years from 1923 to 1945. The municipal clerk for 1907 to 1931, almost without interruption, was Sam Shepherd who served as a councillor in 1913.

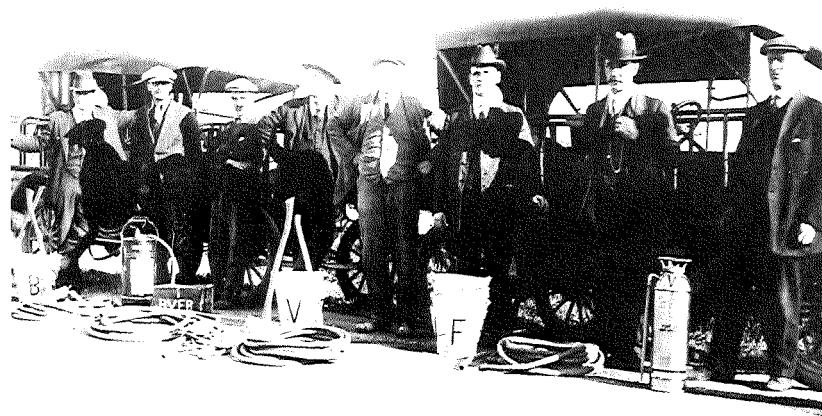
As a council, these men often dealt with controversy and conflict in deciding upon many issues of significance to the municipality. On the other hand, occasional matters to come before them were not so sizeable or grave. The 1923 council contributed \$300.00 toward the purchase of a piano for Municipal Hall, \$100.00 to the Japanese Relief Fund after a devastating earthquake shook that country, and \$100.00 to the Children's Aid Society. The year before, on the matter of introducing daylight saving time, the council had split evenly, 3 to 3. Three years earlier no one had approved. Another motion for which there was no approval concerned Sea Island's secession from the municipality proposed in 1921.<sup>32</sup>

During and after the first World War, the council's concern was to lend as much financial

and spiritual aid as possible to the war effort both at home and abroad. At the outset of hostilities, the council, along with church and civic organizations, gathered donations for the Red Cross and the Belgian Relief Fund. In 1915, the council moved that persons serving overseas be exempt from charges assessed on unpaid taxes, and, to display the municipality's proud contribution toward the war effort, they prepared an honour roll of Richmond's recruits.<sup>33</sup> The following year, wives of servicemen were permitted to vote on behalf of their husbands. The council also contributed \$1,250.00 to the Canadian Patriotic Fund and, in 1917, using the municipality's sinking fund, purchased \$7,000.00 in Victory Bonds. An additional \$500.00 was donated to the Vancouver military hospital.<sup>34</sup>

After the war, concern turned toward the provision of housing and employment for the returning service men and women. Advising the council was the newly formed Memorial Committee headed by Rev. Alver McKay of South Arm Presbyterian Church. Those individuals requiring hospitalization were moved to Vancouver's military hospital as no adequate facilities were available in Richmond. Under the soldiers' settlement scheme soldiers were able to apply to a settlement board for assistance in purchasing properties to resettle. Arrangements were also made for soldiers to continue their educations.<sup>35</sup> In 1922, a cenotaph was erected outside the Municipal Hall in memory of those Richmond servicemen who died overseas.<sup>36</sup>

With families once again reunited, the municipality seemed ready to redirect its efforts toward local development. The war years, however, had not left the area unchanged. Indeed, by 1918, fires, epidemics and disease had already left their scars across the islands and more was yet to follow. The Town Hall had burned down on December 12, 1912 when a can of gasoline, mistaken for kerosene, was



136. The Brighthouse volunteer Fire Brigade, 1919. Left to right, Jesse Cherry, Chas. Jones, J. Cosens, G.H. Anderson, Rev. J.J. Nixon, J. Hird, E.W. Ackroyd.

used to fuel a heater.<sup>37</sup> The council met in Bridgeport School while plans for a new hall in Brighthouse were made. In 1913, the municipality bought five acres for \$9,000.00 and allocated \$20,000.00 for the construction of a new building. Reverend Wright and his helpers were also awarded \$50.00 for their rescue of municipal record books from the blaze. The building contract for the new hall was accepted in 1919 for a cost of \$14,407.00 (lighting excluded).<sup>38</sup>

Several years after Richmond's first Town Hall burned down, two much larger fires destroyed several buildings and, at one point, threatened to raze all of Steveston. The first fire, in 1917, de-



137. Overlooking Steveston after the fire of 1918. The street crossing the page is Moncton Street. On the south side of the street standing alone is the Hepworth (Brick) Block.

stroyed seven buildings in the Chinatown area. On May 14 of the following year a second more devastating fire started by an upset lantern in a Star Cannery bunkhouse for Chinese workers, destroyed the Star, Steveston, and Lighthouse Canneries as well as 15-20 other buildings. According to the police report, as many as fifty buildings in all went up in flames.<sup>39</sup> As recalled by Harold Steves Sr., "it just happened that morning there was a very heavy west wind blowing, going about 25 to 30 miles an hour. It just took right through. No-

138. The Point Grey Fire Department's contingent to the Steveston fire. Steveston's fire alarm was one sounding of the gong in the Buddhist Temple.



thing could stop it. They even dynamited several houses trying to stop it".<sup>40</sup> Equipment had been sent in from other municipalities, but the most needed hoses never made it to the fire when the rig from the Vancouver Fire Department broke down en route and could not be repaired in time to be of any help. At the scene of the fire, another truck was damaged when it ran into a safe which had been rescued from a bank and placed in the middle of No. 1 Road.<sup>41</sup>

In 1924 and 1925 respectively, the London's Landing warehouse along with adjoining buildings on No. 2 Road and the Easterbrook Flour Mill with \$80,000.00 worth of grain in its holds were attacked by fire, and in 1926, Steveston suffered yet another fire at the Beaver Cannery which also destroyed the Winch Cannery, bunkhouses used by fishermen and cannery workers, as well as nets and boats. Frank Nishii offers this remembrance of the Steveston fire:

*"It was low tide when the fire started and the beached boats burned. The sky was etched in red and gloomy black smoke all day and all night . . . The fire engine from Marpole . . . came but there was no water in the big ditch running alongside No. 2 Road because of the low tide. I still remember the Post Office which serviced Upper Steveston (east end) burned to the ground in the fire, all that remained was a big "safe" for many years thereafter stuck in the mud as we walked to school."<sup>42</sup>*

The Steveston canneries, the wharf, and the flour mill were all rebuilt. The federal government contributed \$4,800.00 toward the reconstruction of the No. 2 Road Wharf, but the overall cost to the municipality was still great. Included in these costs were the payments made to those who helped fight the fires. Volunteers who helped with the wharf fire received \$5.00 each and the Point Grey Fire Department received \$50.00 for their assistance at the flour mill fire. A future payment scheme calling for fees of \$50.00 for the first hour and \$25.00 for each additional hour worked at the fire was established between the municipality and the Point Grey Fire Department after \$293.75 was paid for services related to another fire in 1926. There were no major fires in the next several years and the plan proved fair for both parties until the Vancouver City Council, in 1933, terminated the provision of services outside of the city limits.<sup>43</sup>

As with fire, the spread of disease in any community can be both unpredictable and uncontrollable. In 1924, when Dr. Charles A. Graves succeeded Dr. Hall as Richmond's medical health officer, the infectious diseases which had visited the municipality in the past several years had been all but eliminated. However, the threat of tuberculosis, typhoid, and other outbreaks which had visited the island remained in the dilapidated and sometimes squalid conditions of the cannery

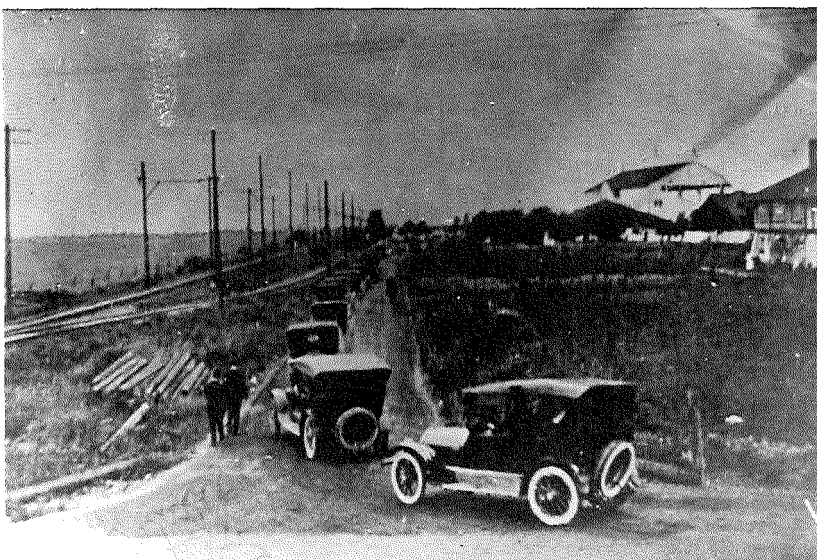
houses. In 1928, three cases of smallpox were reported and Dr. Graves' report from 1926 cited thirteen cases of diphtheria as well as several cases of mumps.

In 1911, despite the municipality's guarantee, there was no regular, uncontaminated supply of water for everyone and the health officer reported an increase in the incidence of typhoid fever. Although several more cases were reported in the next two years, the disease was kept in check. But even in 1926, the water in many homes and work areas remained polluted or sat stagnant in ditches, and in some areas outhouses had been built over ditches encouraging the rapid spread of germs.

In 1917, two persons seeking to enter the area and suspected of carrying tuberculosis were compelled to return to their home, Japan, and in the following year forty-five cases of measles were recorded.<sup>44</sup> But the greatest threat to the area's health came with an epidemic of Spanish flu which had followed the servicemen home from the war in the winter of 1918-19. Threatening to spread throughout B.C., the epidemic prompted the Provincial Board of Health to order the closing of schools, churches, theatres and other public institutions. In Richmond, the racetrack clubhouse was transformed into a temporary infirmary, and when the scare passed seventy cases in all had been reported. However, in a statement to the council, the medical health officer speculated that there were many cases which had not been reported to his officials.<sup>45</sup> While Richmond suffered few casualties it had become apparent to all that the lack of permanent hospital facilities presented a real problem in the maintenance of local health and welfare.

139. Dr. Graves in his Steveston office.



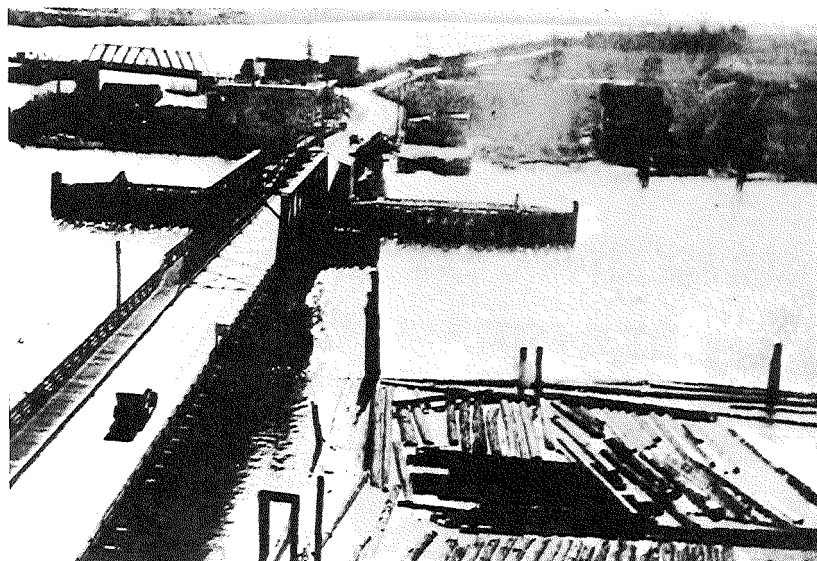


140. The road (left hand drive) to the races at Brighthouse - note the Town hall to the right (north) of the grandstand.

141. An early lacrosse game.



142. The bridges at Eburne from Marpole to Sea and Lulu Islands.



Despite the skill and perseverance of area doctors, nurses, and municipal medical health officials there were many illnesses which required full hospital care and constant attention. In 1920, cerebral-spinal meningitis had struck a Chinese child, and, in 1928, four children at Mitchell School were stricken with pneumonococcus meningitis. Three of those children died.<sup>46</sup> In 1925 Dr. Graves and the Richmond Board of Health met with the Vancouver Board of Trade's Health Committee to organize a joint board of health serving the needs of both communities. Two years later Burnaby also proposed a joint board of health.<sup>47</sup> These groups were designed to share information and to coordinate services.

There were, of course, many issues which the municipal council did not direct or supervise but which did come to their attention. The growth and development of Minoru Park which, in 1920, became Brighthouse Park, provides such an example. While the municipality assessed taxes on the property and granted exhibition licences, management of the track was in private hands. The council did not determine the racing season but could authorize non-racing events to take place in the premises.

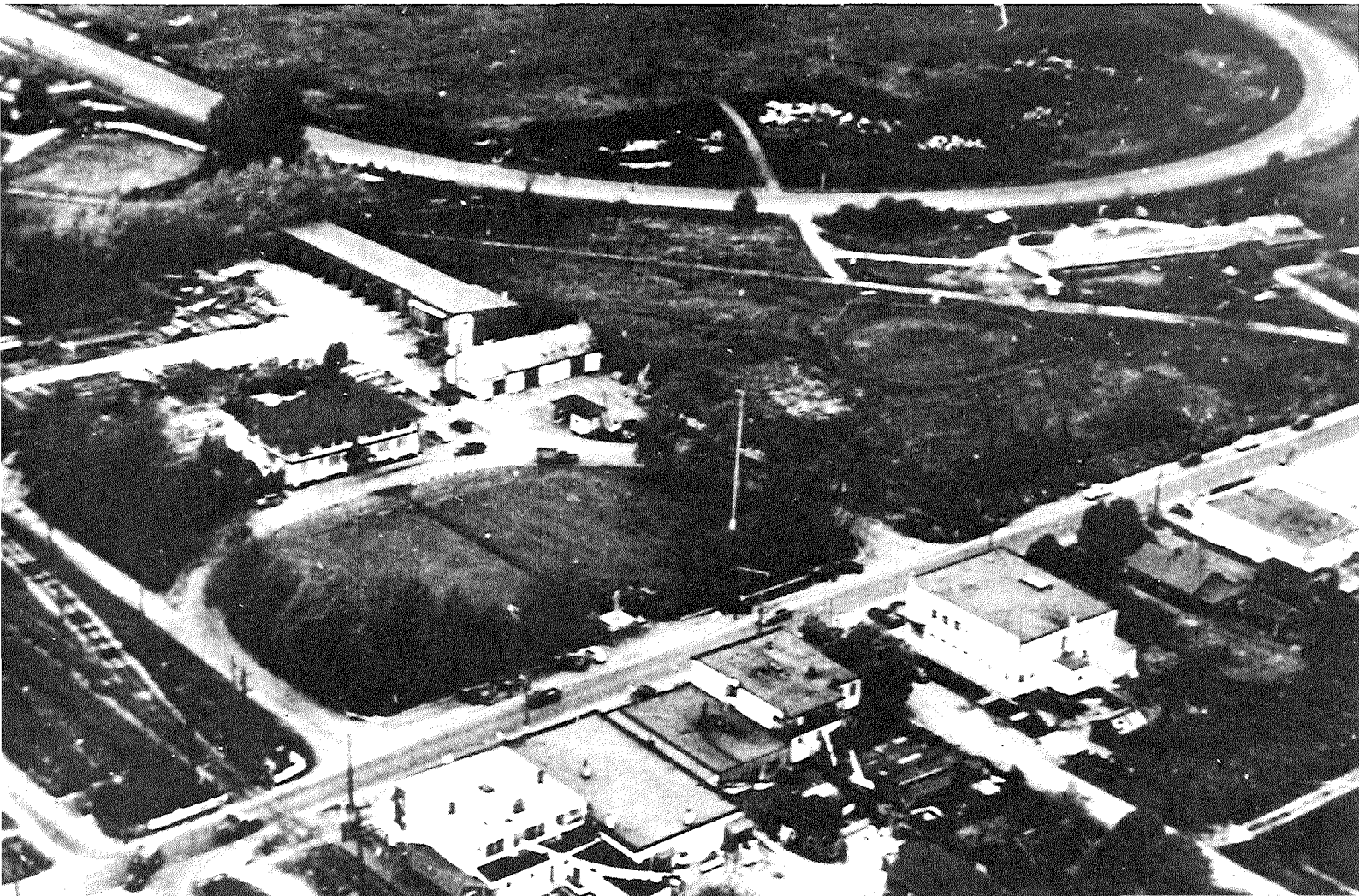
Minoru Park was, without question, a major attraction to Richmond for Vancouverites. It was created in 1909 when a group of men, H.E. Springer, F.R. Springer, C.M. Marpole, A.E. Suckling, and Charles Lewis purchased some acreage on Lulu Island from Sam Brighthouse on which they carved a one-mile race track. The racetrack was named for King Edward's horse, Epsom Derby winner, Minoru. The project cost \$75,000.00 and took ninety days to complete. Opening day was August 21, 1909 and 7,000 people were on hand to watch Mr. Hose win the first race. Betting was permitted, at first through bookmakers, but by 1910 pari-mutuel machines, "iron men" for placing bets, had been installed in the grandstand. These machines prevented any tampering with the odds or fixing of the races. After the operators deducted a percentage for running expenses receipts were placed in a general pool from which the winners were rewarded on a pro rata basis according to the amount of the bet.<sup>48</sup>

On racing days, fans from all over the lower mainland crowded onto the B.C.E.R. as it headed out to Brighthouse. They came to watch such renowned horses as Lackrosse, Lady Pancheta, Buck Thomas, Keene, and Custom House, and riders such as Frank Keogh, Eddie and Bert McEwan, Claude Riddle, Charlie Cobart, Willie Gurgan, Charlie Schultze, Tommy Burns, Johnny Callahan, Johnny Bullman, Herman Radke, George Archibald, Carrol Schilling, and Jimmy Lee. In 1912 Charlie Burlingame won 4 out of 6 races, the following year Eddie McEwan won 4 out of 4. It has



143. Dr. Graves in his Steveston Drug Store, Moncton Street.

144. Overlooking Richmond Town Hall and Brighthouse Race Track. Note interurban tracks across Granville Avenue.





145. The new May Queen and her court.

146. The crowning of a new May Queen.



147. May Day, 1922.



been said that some of the largest and best known American stables shipped their horses to Minoru when the New York racing area "blacked out" in 1910 over a horse racing legislation battle.<sup>49</sup> While described as an "excellent racing surface", the track was affected in wet weather when the soil beneath it became saturated creating a sponge-like effect. One observer noted that "the times would vary by as much as one second depending on whether the tide was in or out".<sup>50</sup>

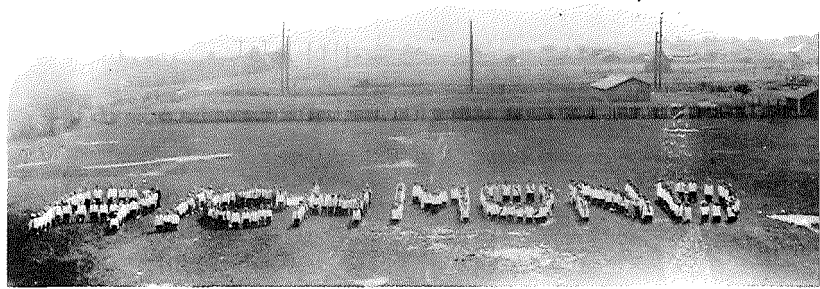
Minoru Park closed with the onset of World War 1 and remained idle until 1920 when it reopened as Brighthouse Park. In 1920 the track season was restricted to two seven day sessions, for although the racing community had regulated itself by setting the dates and duration of the season, these limitations were often ignored. In 1914 the owners of the park had been fined \$500.00 for holding a ninety-day meet which far exceeded any limitations.<sup>51</sup> Even though it was the municipality which granted or withdrew race track licences, the fine was assessed under the Criminal Code of Canada, and not under the provincial Municipal Act as it is apparent that the attraction of people and tax revenue led the council to ignore violations of the season limit. Indeed, the municipality was so confident of the racing business that in 1924 it encouraged the construction of a second track north of Westminster Highway. Still subject to the restrictions established in 1920, Richmond's racing was held on an alternating basis between the two tracks with four seven day sessions in all.

The new racing park was named Lansdowne after the former Governor-General of Canada who had found much pleasure in an 1895 visit to British Columbia. Of this visit he wrote, "this province pleases me better than anything I have yet seen. The climate is delicious. The scenery marvelously fine . . . If I had to live on the continent I would pitch my tent here".<sup>52</sup> Indeed, like the province, Lansdowne was fit for the pleasure of a Governor-General, the King's representative. Situated on eighty-one acres of choice land purchased by Samuel Randall, Fred Whitcroft, and J.W. Wellman from Joseph Hemphfield, it had a track built on blue clay which was free of stones and surrounded a natural pond where small-mouth bass were on view. The grandstand held 4,500 people with 1,000 additional seats in the comfortable clubhouse.<sup>53</sup>

Even during the off season the tracks were not idle. The Richmond Polo Club held meets at Minoru and the boxing arena at the park was the site of a bout featuring Freddie Welsh, the World Lightweight Champion. A world's title fight between Welsh and Benny Leonard was proposed but World War 1 closed down the park. Boxing matches drew as many as four thousand spectators, "including many of Vancouver's most

prominent businessmen".<sup>54</sup> Brighthouse Park was host to another event of equal excitement to Richmond residents, the crowning of the May Queen and the May Day parade and celebrations. The first May Queen, Violet Thompson, was crowned in 1922. Her attendants were Ernestine Rose and Frances McDonald. Following Miss Thompson as Queen were Jean Ross, Roberta Boyd, Helen Smith, Marie Grauer, and Eileen Faulkner. Among the honours bestowed upon the queen was the privilege of representing Richmond at the New Westminster May Day celebrations. Joining the Queen in the dance around the maypole, the folk dancing, and the marching drills were the students from all of Richmond's schools who filed in formation onto the great lawn of the park. With absolute precision, "all the children marching in pre-arranged positions, kneeling down, putting on white caps, and tipping their heads forward",<sup>55</sup> the words "Richmond" and "Jubilee" would appear before the viewers in the grandstand.

Also representing Richmond beyond the municipality were sports teams, eventually promoted and supported by an umbrella group called the Richmond Athletic club. Formed by Pete Rolston in 1927, the club included football, tennis, badminton, and softball teams. Prior to the formation of the Athletic Club teams such as the Shamrocks, the Eburne Lacrosse team, and the Bridgeport football team had competed with representatives from Fairview, Mount Pleasant, the East and West Ends in Vancouver, New Westminster, and other municipalities. The earliest lacrosse team played on London's field but it was not until 1912 that two full teams, the Fisheaters and the Muskrats, could be formed. By 1915 these

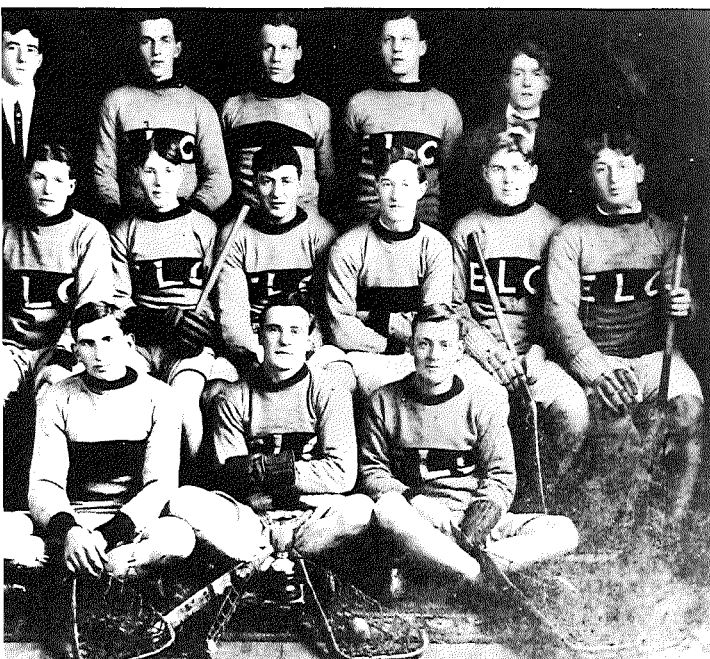


148. Children forming "Richmond" as part of the May Day celebrations.

149. The May Queen's procession.



150. An early Eburne Lacrosse Team.



teams along with teams from Ladner, East Delta, and Westham had formed the Lower Fraser Valley League and competed for the McKenzie Cup. The Richmond team wore purple sweaters with an orange "R" upon their chests. Like so many other things, the competition was halted during the war.<sup>56</sup>

Sportsmen in Richmond were also fortunate to have a rifle range close at hand. Built in 1904 the range was two miles long and half a mile wide. The rifle ranges were at 200, 500, 800, 900 and 1,000 yards with boards as the firing points, able to hold three marksmen at a time. Only a month after its opening a rifle match was held by the members of the Sixth Regiment, The Duke of Connaught's Own Rifles, which was organized by the Regimental Rifle Association. Riflemen attending the match were granted the special rate of 25¢ return on the "Sockeye Limited". The range was maintained until the 1930s when it was put up for sale by the Department of National Defence. In addition to the



tournaments and recreational use of the range it also served an important function during World War 1, as a training field for Canadian soldiers.<sup>57</sup>

Residents of Richmond in this period were also witness to another activity which brought danger and excitement: bootlegging. The era of Prohibition inspired numerous enterprising and daring businessmen to transport liquor to the United States, using Steveston as a port. Although the business did not affect most residents, some such as young Phyllis Fish have distinct memories of the period, "About that time [1922] the U.S. had brought in prohibition and a big white van used to drive down the lane to the river and was met by a seaplane. The Chief of Police Mr. Waddell tried but was never able to catch them. Needless to say us kids were terrified of that white van. We just knew that if we were ever on the road when it passed they'd decapitate us for certain." Many fortunes were made from Steveston's shores but probably none so large as the stories which remain would suggest.<sup>58</sup>

The decades from 1910 to 1930 saw great changes in the churches and religious groups of Richmond. The greatest and most significant de-

velopment was the union of churches in 1925. The union brought together many of the Presbyterian, Methodist, and Congregationalist churches under the banner of the United Church of Canada. Just prior to the union, there had been a general growth in the number of churches and an increase in church attendance across the Municipality.

Carrying on the work of Reverend William Burton on the South Arm was the Reverend William Ross who served the Presbyterians of that area until 1916. In 1912, the congregation grew to forty members with a Sunday school enrollment of thirty-six. The following year, Reverend Ross organized the "Excelsior Bible Class" which was led by Louie London, Ada Rees, Susie Baxter, and Gordon Wilson. In addition to Biblical and religious matters, the group also studied such literary subjects as the poetry of Henry Wadsworth Longfellow.<sup>59</sup>

During the war years, following the retirement of Reverend Ross, the South Arm congregation was served by Reverend R.G. McKay of the Riverview Presbyterian Church in South Vancouver. Numerous ministers, as well as congregation members, had also been sent off to war leaving others such as Reverend McKay to take on additional responsibilities. Given this situation, it was felt that "more effective service" could be provided by joining the South Arm Presbyterian with the Methodist congregation of Steveston. A resolution to that effect was passed by the elders of the Presbyterian congregation and sent to the Methodist congregation at Steveston. The Methodists rejected the proposal, but the Presbyterians decided that they could still have a church in the Steveston area and plans were initiated.

Property for the new church was purchased from W.T. Walker, a local merchant. The old English School building was moved from Steveston Highway and No. 2 Road to Pleasant Street to serve as the new church. A house, owned by Mr. Walker, was used as the manse for Reverend McKay who resigned his Riverview position to become the first minister of Steveston Presbyterian

151. St. Anne's Anglican Church



152. The 1925-26 students of Trites School.





153. The first students at General Currie School, 1920-21.

Church. In 1919, after prodding by the church's young people's clubs and a subscription of \$500.00 from the congregation, a hall was built onto the church building. Reverend McKay served until 1919 when he was succeeded by his cousin, the Reverend Alver McKay who remained at the Steveston and South Arm Presbyterian Churches until 1929. After church union, services were held in the former Methodist Church and in 1927, the Presbyterian Church and mission house were sold and the proceeds put toward a new church hall.

Reverend Runnalls, who many years later served the Steveston congregation and has written the histories of both the Steveston and South Arm United Churches, describes Reverend Alver McKay as "a dedicated, forward-looking minister, who was not afraid to tackle difficult tasks. His gifts of diplomacy served him well, and his work among the young people was especially note-

154. General Currie School situated on General Currie Road in Brighthouse.



worthy."<sup>60</sup> During his tenure in Richmond, the congregations of both the South Arm and Steveston Presbyterian Churches continued to grow and a service was organized in the Brighthouse area on alternate Sundays.

The Methodists of Steveston also grew in number and were led by the Reverends John H. Wright, George Ridland, John J. Nixon, and J. Wesley Miller as well as student ministers J.A. Gibson and E. Leslie Best in the summers of 1912 to 1915. Mr. C.M. Tate acted as missionary to the Indians. The ministers shared accommodations at the Mission House and assisted one another with the needs of their particular congregations and church groups. One of the most active of the church groups was the Ladies' Aid which raised funds for the repair and improvement of buildings as well as for hymn books, pews, and other facilities. Reverend Runnalls writes that "... the ladies assumed responsibility for matters which would normally be taken care of by the Board of Trustees, duties such as care of the Church building, painting, replacing windows, hiring the janitor, providing stoves, purchasing fuel, and the furnishing of the Mission House".<sup>61</sup> Their funds were gathered from teas, church programmes, bazaars, and strawberry festivals. In 1918, they even managed to raise \$114.00 for their church only one month after Steveston's devastating fire. Among those who belonged to the group were President Mrs. Harris, Mrs. N. Trites, Mrs. W. Tilton, Mrs. J.J. Nixon and Mrs. Ebert.<sup>62</sup>

The Women's Missionary Society was another organization which also raised funds for church activities. However, these funds were sent to eastern Canada for missionary activities. The group was organized in 1921 and included ladies from both the South Arm and Steveston. The Society boasted twenty-one charter members including Mrs. A. Mort, Mrs. Milne, Mrs. Morris, Mrs. Montgomery, Mrs. Baxter, Miss M. Hartin, Mrs. Webster, Miss A. Muir and Mrs. Chisholm. Leading the group were Mrs. J.M. Steves, Mrs. Alver McKay, Miss Jane Muir, Mrs. James Blair Jr., and Mrs. I.B. Steeves.<sup>63</sup>

The United Church of Canada was formed on January 10, 1925. For the South Arm Presbyterian Church, the transition was easy, for there was no Methodist Church in the area with which to unite. In Steveston, however, the congregations of both a Methodist and a Presbyterian Church had to be combined. On the Middle Arm, Richmond Methodist became Richmond United, and, with the dedication of Brighthouse United on Granville Avenue in 1927, Brighthouse received a church of its own. East Richmond United, a small congregation, was formed in 1910 and met in Mitchell School until 1920 when a separate church building was built on the north side of the school property. The



155. Bridgeport School teachers: the Misses Estabrook, Murphy, Laing, McNeely, Westman, West, Pentland, Carpenter, Rees and Mr. Copeland.

church was simply known as East Richmond Church. Soon after it had become a part of the United Church, it was disbanded and its members joined Richmond United.<sup>64</sup>

While the church union changed the structure of Richmond's Presbyterian and Methodist Churches, other congregations in the municipality of different denominations were also undergoing change. The Anglican population supported three congregations, St. Anne's, St. Jerome's, and St. Alban's Mission. St. Alban's closed in 1912 as did St. Jerome's in 1915. The lumber from St. Jerome's was used to build a church hall at St. Anne's. For the period 1914-1915, following the retirement of Reverend J.M. Donaldson, the Richmond congregation at St. Anne's was served by the ministers of the Marpole Anglican congregation. In 1925, the mission of St. Alban's was re-established with services held in the council chambers at the Municipal Hall. A parish hall was built to house the congregation in 1926. Although the parishioners of St. Jerome's remained without a home of their own, they stayed together, often joining the congregations of St. Anne's and St. Alban's for picnics and other social events.<sup>65</sup> Another Anglican congregation was formed in 1926 in East Richmond. Known

157. Remembering school days. East Richmond School



156. Alexander Mitchell School, 1919.

as East Richmond Anglican or St. Thomas Anglican Church, it was founded by Reverend Holmes and situated at Cambie and No. 5 Roads. Like so many other churches of the period, St. Thomas Anglican was constructed in part by volunteer labour. However, the congregation was unable to support itself beyond 1933, when the church was forced to close. The building was maintained, though, and rented to other groups.<sup>66</sup>

During this period two other groups of special interest were formed. In 1928 the Japanese population of Steveston erected a temple for worshippers of the Buddhist faith. Many of these worshippers had waited for such a temple since the turn of the century. Early Japanese plans for such a temple had met with opposition from the white population whose fear was that such a symbol of foreign culture would arouse fear and suspicion in the community. With the help of 200 families from the congregation, the temple was built south of Moncton Street on First Avenue. The congregation was first served by the Reverend Masatsugu Mori.<sup>67</sup>

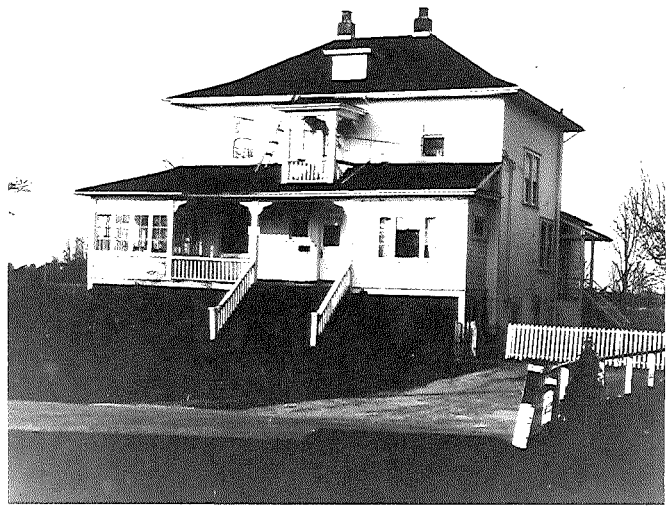
Some communities continued their religious customs even though the building of a church was not financially possible. Richmond's Ukrainian Catholics first held services in the home of Ivan and Mary Yarmish on Williams Road. Ministering to the fledgling congregation was the Reverend

158. Mitchell School in 1925.





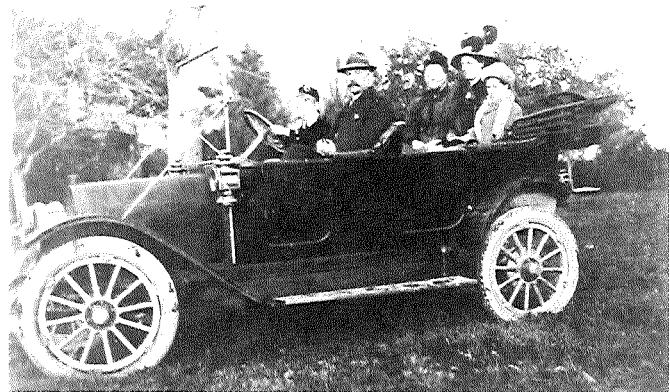
159. Richmond's Town Hall on No. 3 Road.



160. The Harris home on No. 4 Road, one of Richmond's oldest homes.



161. Bridgeport School, 1911



162. The Wilkinson-Brighouse family out for a drive.

163. School Trustees, 1913, back row, l-r. Thomas Laing, Will Tilton front row, l-r. Wm. Easterbrook, Jim Thompson, P.G. Bicknell.



James Bartman who lived with the Yarmish family. The Ukrainian community built Francis Hall where services were held until a church could be constructed. With the influx of Ukrainian immigrants after the second World War and more prosperous times, the Assumption of Blessed Virgin Mary Ukrainian Catholic Church was built in 1949.<sup>68</sup>

The growth and development of a community's churches serve as a reflection of the population's growth, geographical spread, and cultural-national background. There is no question that the largest of Richmond's religious groups were the Presbyterian and Methodist congregations who formed the United Church. Yet the lack of numbers was not a deterrent for the many groups who worked steadfastly and independently toward the establishment of permanent parishes and churches within the municipality. However, some, for example the Finnish population, did make the trip into Vancouver to join larger congregations.

The growth or decline of schools is another signpost of social development. Before 1910 there was a steady multiplication in the number of schools across the municipality: Trites and Mitchell in East Richmond, and Steveston, English, Lulu, as well as Sea Island and Bridgeport on the south arm, middle arm, and Sea Island respectively. Enrollments varied from year to year, but over the decades from incorporation to 1910 the trend was persistently toward expansion and upgrading, reflecting a growing population, improved transportation, as well as a continuing faith in the value of an education.

Over the years from 1910-1930, however, educational growth in Richmond took on a different form. One of the earliest schools, Sea Island School, as well as Trites School, were closed in 1914. Steveston on the other hand added a classroom, and General Currie and East Richmond School were built in 1920 and 1925 respectively. Mitchell School gained new rooms in 1922 and 1928, and in 1927 Richmond High School found a new home at Cambie and Sexsmith Roads. Prior to the expansion, some classes at Mitchell School had been held in the basement.

By 1930 Richmond had five schools with a total enrollment of 1,400, served by forty-three teachers. Bridgeport's small group of students had blossomed to four hundred and thirty. Even Mitchell School had one hundred and fifteen students. New courses were available in home economics and science, which required sewing machines and lab equipment, as well as in music and manual training. And, in addition to its new name, Richmond High, the school had a new principal, Roy MacNeill.<sup>69</sup>

In Steveston, Steveston School became Lord Byng School, named after Canada's Governor-General. The School Board had planned for the



164. Reeve F.A. Tomsett

construction of a new four room building until it appeared that financing would be impossible; however, when it was calculated that contributions from the Japanese community would provide the needed funds, a four room addition was built onto the existing three room school. Until 1925, when Lord Byng School opened its doors for after-hours Japanese language instruction, Japanese students had attended classes at the parish hall of St. Anne's Anglican Church.

The Japanese of Steveston had long hoped that their children might attend the general school, but it was felt that their lack of facility with the English language might hold back overall class progress. The same line of thinking led to the School Board's ruling that only "known residents" could attend Steveston School, and many of the cannery workers' children (whose contact with Steveston's general population was extremely limited) were prevented from attending. The classes at St. Anne's were held to provide instruction for these children with teachers, such as Mrs. Austin Harris, provided by the School Board. The children at Vancouver Cannery on Sea Island attended classes in a building at the wharf at the foot of Acme Street.

Changes in Steveston continued with the construction of a new fourteen room school in 1930, also with the help of the Japanese population. Many members of the Japanese community lived on the property of the canneries and therefore did not have to pay property tax, hence special assessments were made to help pay for those social services that they did receive. Such a fee was asses-

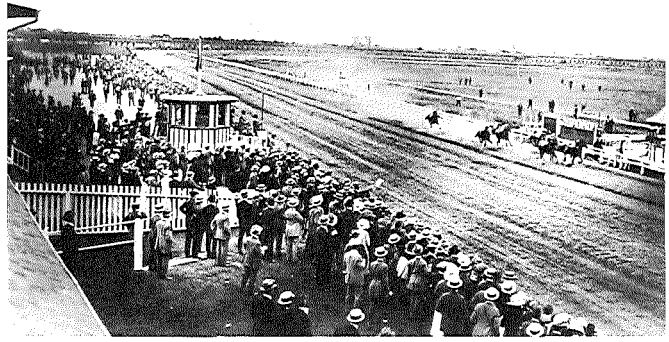
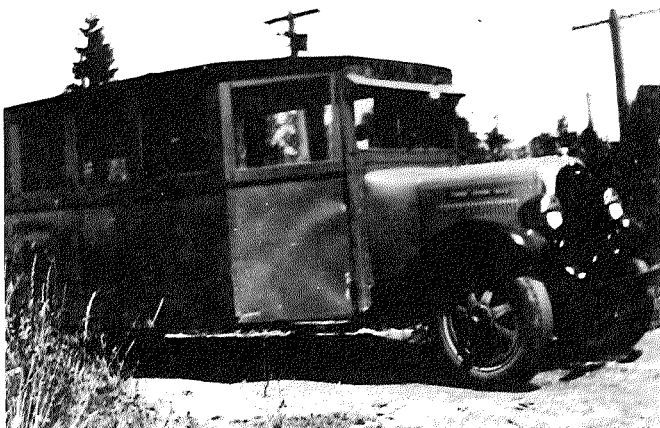


165. Reeve Michael Wilkinson-Brighouse.

sed against each Japanese family here, and despite the costs, the community was glad that their students could attend the new Lord Byng School.<sup>79</sup> By 1930, all of the Japanese students were able to attend the general schools of the municipality as well as attend Japanese language school to retain the native language of their fathers.

Richmond needed businessmen and women, sales personnel, and more teachers and skilled technicians to fill the needs of the businesses and industries taking their places beside the agricultural community. At the same time, it had to provide for the often diverse needs of residents of

168. The first school bus in the Steveston and South Arm districts.



166. A day at the Lansdowne race track.

167. The grandstand at Brighouse race track.



its community. To meet this challenge, education underwent some fundamental changes in its programme and attitude over the two decades 1910-1930. Courses were broadened and expanded showing the way to new careers. The closure of some schools and the creation or expansion of others reflected the strengthening of communities across the municipality and a growing diversity of economy and population. All this could only be brought about through cautious financing and planning. Each member of the School Board was

169. Harry Stuchberry, one of Richmond's early school bus drivers.





170. Samuel Shepherd, Municipal Clerk.


held responsible for the upkeep and repair of a particular school in the district allowing the Board to maintain a constant watch on attendance and the quality of service as well as the condition of the facilities. Such information aided the administration in making decisions for expansion or closure as well. Thus, while the total number of schools did not increase, facilities were improved to accommodate growth.

By 1920, the boom period of Steveston had subsided, and in its wake had grown a strong sense of community; an identity which evolved from the rush and boom of the fishing industry in particular. The hotels remained, businesses continued to build, and the school grew beyond its walls as development continued. Not even the fires of 1917 and 1918 had been able to dampen the community's spirit. Prohibition kept people away from the hotel barrooms and saloons (of which only the Sockeye remained after the fires), dancing, parties, and revues came to a halt when the Opera House was razed, and the war took with it many men, but despite such adversity, Steveston moved on, for it had become a community like no other in Richmond; the years between 1910 and 1930 served only to confirm its indomitable spirit.

Eburne, which in 1910 reached across the north arm, had become a strong community as well, and came upon a special identity of its own in these decades. In 1916, to remove the confusion

between Eburne on Sea Island and Eburne on the mainland, the latter took the name of Marpole. Even at half of its former size, Eburne remained a strong agricultural community and an important municipal crossroads. The stores huddled at the foot of the North Arm bridge, including a grocery, a post office, and a blacksmith shop, providing this farming community with many of its vital services. All became landmarks with their proprietors as familiar figures in the area. The road to Vancouver, Richmond's depot for agricultural products, passed through Eburne. Although not as boisterous as Steveston, Eburne still grew into a close community.

For several reasons, the growth of the South Arm, East Richmond, and Brighthouse was distinctive. Firstly, they represented larger geographical areas, and in the pattern of the earliest settlements, were much slower to populate. The river harbours made Eburne a natural link with Vancouver and the mainland. Steveston, at the mouth of the river on the south side, was the obvious location for a port. On the other hand, much of the land in the eastern sections of the municipality was considered unsuitable, or at best, difficult to farm. The peat bog which spread over the area east of No. 3 Road was seen as a nuisance and a hazard to farming. It was certainly not easy to travel. Similarly, Brighthouse was slow to populate as it sat in the middle, between all the points of the municipal compass. However, by 1930 it too had achieved an identity of its own as the administrative centre of Richmond. In time, Brighthouse would become the commercial axis as well.

The decades between 1910 and 1930 were years of continued municipal growth, industrialization, and community consolidation. Richmond had become the subject of much speculation, both grandiose and modest, for developers and industrialists alike. Development had included the Easterbrook Flour Mill, Minoru (Brighthouse) and Lansdowne Race Tracks, a new Town Hall, as well as businesses, churches, and schools. Growing networks of roads and railways linked definable communities in the municipality by the end of its fifth decade. In 1912 Steveston had twelve telephone subscribers, by 1922 there were 145 subscribers and two exchanges, at Marpole and Steveston, and by 1930, Richmond's population had grown to nearly eight thousand inhabitants. With the coming of 1930, the dreams of William Herbert Steves and Charles Pretty had given way to the more industrialized vision of Charles O. Scott. 

# Harvesting the River

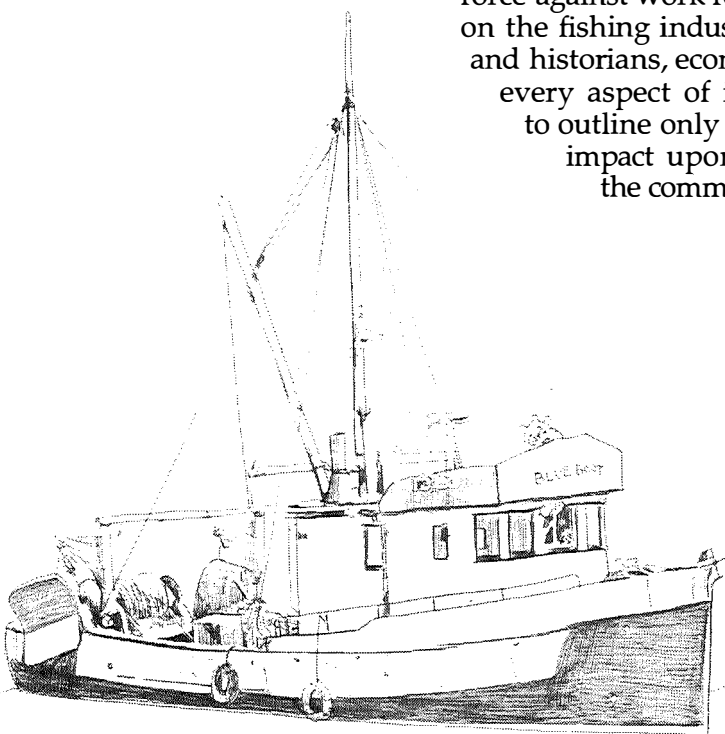
The coastal Indians, for whom, in many cases, fishing was a way of life, had long recognized the importance of the Fraser River as the provider of the staple in their diet: salmon and sturgeon. With the advent of European settlement came competition for the fish of the Fraser, from New Westminster north to Yale, and southward to the mouth of the river, and within a few years of settlement at Fort Langley, the Hudson's Bay Company had begun to export smoked salmon to Hawaii and Asia. By the 1890s there was no longer any competition; through ingenuity, aggression, and bold financing, the newcomers had transformed fishing into a growing industry and established a monopoly on the river.

Throughout its formation, the fishing industry was shaped by many factors. Ever in contact with the vicissitudes of the elements and the movements of nature, and supported by the ongoing development of technology and equipment, fishermen, cannery workers, and management sought a living from the harvesting of the coastal waters. In doing so they faced not only the somewhat irregular seasonal variations in the size of the catch, fluctuations in overseas markets and the availability of finance capital, along with the resultant adjustments in the size of the fishing fleet and cannery work force, but also the inevitable problems of competition: cannery operation against cannery operation, management against labour, work force against work force, and worker against machine. The literature on the fishing industry, both technical and otherwise, is extensive, and historians, economists, and scientists alike have studied almost every aspect of its development. It is therefore necessary here to outline only the general development of the industry and its impact upon the municipality of Richmond, and particularly the community of Steveston.

The earliest fishermen paddled across the Fraser River in canoes. Hanging their nets between two canoes, they brought their fish on board with more than a dozen men shifting the weight of the fish in the net from one canoe to the other. Today's nets are let out and brought back in with comparative ease, requiring but the flick of a switch.

Between these two extremes lay a host of improvements and inventions, but the fundamental methods of fishing, gillnetting, trolling, and purseseining have remained much the same.

Next to trapping, gillnetting remains the most effective method of catching salmon. The gillnet, so called because it is designed to trap the salmon by





their gills, is rectangular in shape and 900 to 1800 feet long with weights along the leadline and cork floats along the top. After being attached to a buoy, two-thirds of the net is payed out across the stream by the fisherman as the "puller" slowly rows the boat across the stream. At this point the boat is turned downstream at a right angle so that the net will form an "L" when set. As the fish swim upstream, pushing their heads through the net, they become stuck as they try to back out, catching their gills in the mesh. For this to work properly it is necessary that the net hang limply in the water; if it is too taut, the fish merely "bounce off". In the past, the nets were disinfected and treated with "bluestone" (copper sulphate) to prevent deterioration. Where the water is clear nets are usually set at night, but in the muddy estuary of the Fraser River, with the fish unable to discern the nets, fishing could go on day or night.<sup>1</sup>

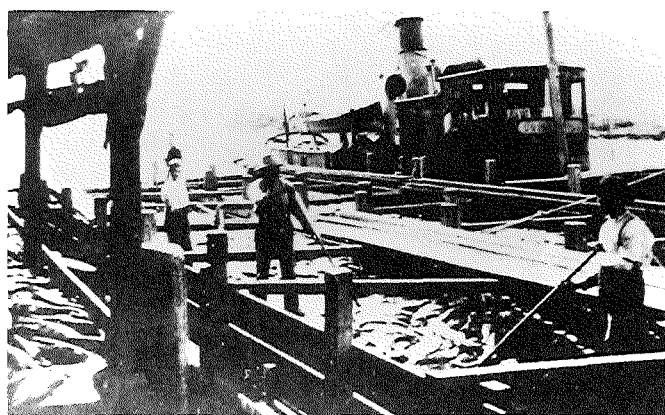
Purseseining, on the other hand, requires two boats, one to put out the net and the other to form the entrapping circle, and is designed to capture fish by the school. This method also requires knowledge of the tide, wind, currents, and the movement of the fish in relation to the boat. Once the fish have been encircled, the nets are drawn in; a task which, before automation, required sixteen men as opposed to only four to six when using modern equipment. Today the nets are brought in by power drums on the drum seiners, which replaced the purtic block which hauled the net and lines up to a large gallows boom on the boat. A powerboat is used to encircle the fish while a skiff, towed by this boat, is used to steady the net and lines.<sup>2</sup> Purseseining is primarily used in fishing for herring and salmon.

The third method, trolling, brings in on an average, 15% of the salmon harvest. As with other methods, for this slower and more careful method of fishing licences are required, and fish caught by trollers receive the highest prices as they are not damaged by nets or gaffs. Lines stretching from the boat extend 100 to 300 feet, flashing spoons which resemble small bait fish attract passing salmon. In the earliest days, lines were tied around the fisherman's legs as he rowed. Today a web of lines is released and extended by power gurdies. Power, however, came later to trolling than to other methods, for even with only a rowboat and a single line the daily catch could be prodigious. Furthermore, the strong pull produced on the line by the powerboat could rip out the jaws of the fish, rendering it useless to the troller who would often leave the fish to die.<sup>3</sup>

The first boats to serve the canneries were double-ended, flat-bottomed skiffs from eighteen to twenty-six feet long navigated by oars and a sprit sail. The fishermen sheltered themselves under a pup tent which was draped on the boom of

the sail. These boats were called Fraser River skiffs, and were not as seaworthy as the Columbia River skiffs which are commonly thought to have formed the earliest fleet. Although the early fishing with the Fraser River skiffs was done in inland waters, the boats were unprotected from waves and swells.<sup>4</sup> Even with improvements, the boats were no match for violent weather. Reports like the following were not uncommon, ". . . on July 1898, some two thousand gillnetters were fishing around the mouth of the Fraser when a storm sprang up. Boats were hurled together and crunched like eggshells. Others were swamped with one crushing wave. Some were blown out to sea never to be seen again".<sup>5</sup>

Frisby and Hyannis two-cycle engines, used in the gillnetters in 1902, were the first engines to be installed in the boats. However, these American models, primarily the "Fisherman's Automatic", supplied by Easthope Bros. Ltd. of Vancouver were not used extensively.<sup>6</sup> The four cycle "Heavy Duty Marine Engine" costing \$150 to \$175 and manufactured locally by the Easthope brothers was introduced in 1918. Similar engines, the Vivian, the Yale, and the Bensid were also commonly used. The most used of these engines the Easthope, like the Bensid was manufactured locally. Diesel engines were introduced at a later date.<sup>7</sup>



171. Unloading salmon at the cannery.

Although improvements to the boats and other equipment did much to increase the catch, no other factor was as important to the development of the fishing industry as the improvement of the canning process. In fact, it was the canning process and the ability to preserve and store fish for extended periods of time that made long distance shipment possible and more or less created the opportunity for an industry to develop. Only a few years before the establishment of Fort Langley, a Frenchman, Nicolas Appert, had begun experimentation with various methods of preserving fish. His focus was on boiling the fish for varying lengths of time in jars held shut by cork and tightly



172. An early gillnetter just offshore from Steveston.

fastened by wire. Sir Humphrey Davey improved on the method by adding calcium chloride to the water which raised the boiling point and guaranteed sterilization. The process proved successful and was further improved through the use of tinsplate cans instead of jars.<sup>8</sup> Judge Howay described the boiling process as follows,

*The fish after being put into cans were preserved by boiling in large wooden vats. Great difficulty was experienced in thoroughly cooking the fish, the boiling point of ordinary water not proving sufficient; to overcome this, salt was added to the water and by this means the temperature was raised to 230°. The room in which the cooking was done was, in temperature, like a Turkish bathroom; no windows or doors were allowed to be opened, except of necessity, under the mistaken idea that the cold currents of air would injure the product.<sup>9</sup>*

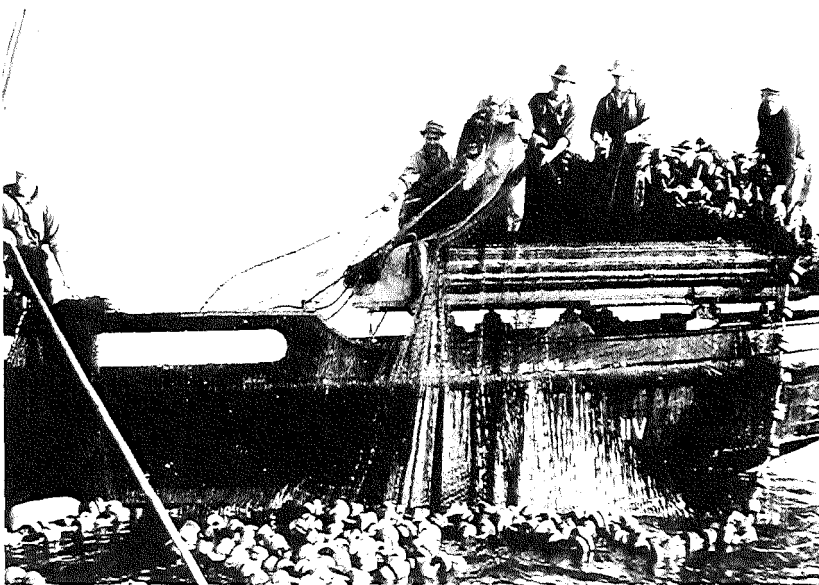
Tinsplate was cut with hand shears and then shaped on a wooden cylinder covered with sheet iron. The seams were made with a heavy layer of solder. Can tops and bottoms were cut separately from tinsplate and soldered to the can. Patents for these "canisters" were granted to two men, Augustus de Heine and Peter Durand, in England in 1810.<sup>10</sup> In 1840, the first "cannery" in North America was built on the Bay of Fundy.

Twenty-seven years later a sample of cans was displayed by entrepreneur James Symes at the

New Westminster Agricultural Show. Two years later, at the same show, the *British Colonist* reported, "We were favored with a can of Mr. James Syme's (sic) fresh salmon and can with perfect sincerity pronounce it to be the finest we ever tried".<sup>11</sup> By 1871 the first Fraser River cannery was in operation. Judge Howay hastened to say, though, that "The cannery was a very primitive affair . . . there was practically no machinery; the operations were almost entirely by hand".<sup>12</sup>

The cans were made in the off season and piled high awaiting the rush of the short fishing season. The maximum production in the earliest days of canning was about 60 cans a day. In 1880 the canneries along the Fraser packed 42,155 cases of salmon; by 1893 that total had risen to 457,797 cases, and in 1897, 860,459 cases were packed.<sup>13</sup>

With the passage of almost every season, some improvement was made to facilitate and speed up the manufacture of cans. In 1908, double seamers were introduced which could seal approximately 75 cans per minute. Originally a hole was punched in the top of the can inducing juices and hot steam to be expelled and then covered with a drop of solder. The American Can Company developed a more reliable and less awkward method of sealing the cans using a high speed vacuum closing machine. This machine was introduced in British Columbia in 1906. Other inventions in-



173. Bringing in the nets.



174. East Indian cannery worker unloading salmon.

175. Hauling in the catch.



cluded a reform machine which collapsed the cans for shipment and subsequently re-formed them, and a crimping machine which removed the need to roll the ends of the can through a narrow trough of molten solder. Locally, Letson and Burpee of Vancouver developed and manufactured "the Kellington weighing machines; crimpers, toppers, washers, soldering machines, charcoal pots, solder cutters, solder moulds for the older houses where the pig lead and tin could be melted down into strips of solder by the workers of the contractor".<sup>14</sup> Yet another locally manufactured invention was the exhaust box developed by Paul Côté of Terra Nova Cannery for sealing cans.<sup>15</sup>

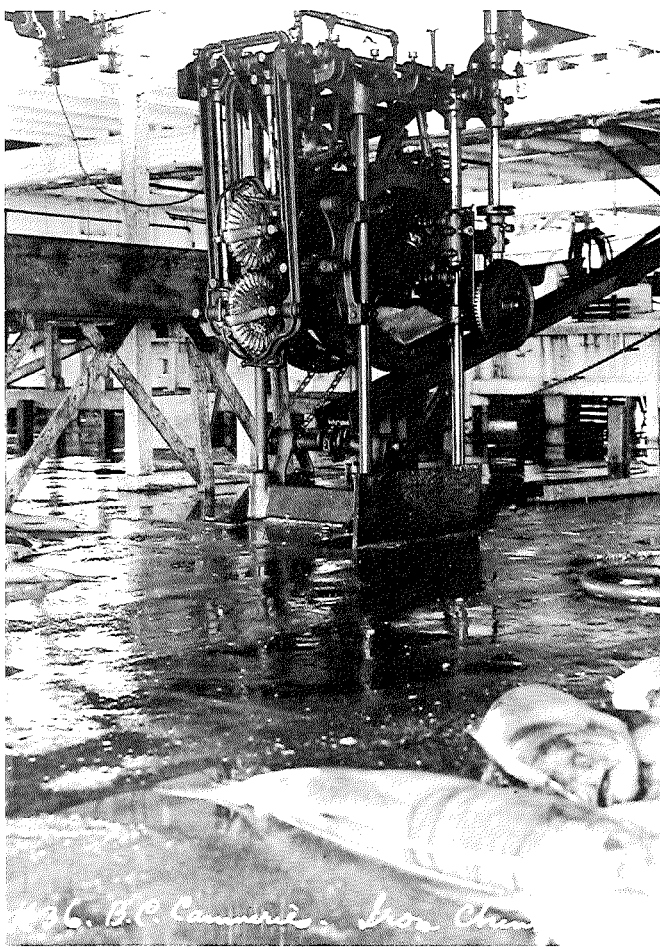
The most significant invention in the canning industry was the Smith Butchering Machine, also called the "Iron Chink", which was able to perform the jobs of header, splitter, cleaner, and washer. The fish were fed into large ring gears or "bull rings" where sharp knives removed the head, fins, and tail. The body of the fish was then slit open and the viscera removed as a stream of water washed off the blood and scales. The machine cost \$3900.00 when purchased outright, and, according to advertisements in 1906, could also be rented for \$1500.00 per season with an additional charge of 5¢ per case of salmon, 30,000 cases minimum. In either case, the machine was well worth the cost for it is estimated that it eliminated six splitters (at \$2.50 a day) on each pack of 800 cases.<sup>16</sup>

With its accurate cutting implements, the Smith machine saved up to half a salmon per case. Efficiency was further enhanced with the development of means to utilize the discarded parts of the fish. Oileries and reduction plants were established to make fish oil, fertilizer, and fish meal from the offal of salmon, dogfish, herring, eulachon, and pilchards. Also, some canneries diversified into the business of shipping frozen fish, both whole and filleted.

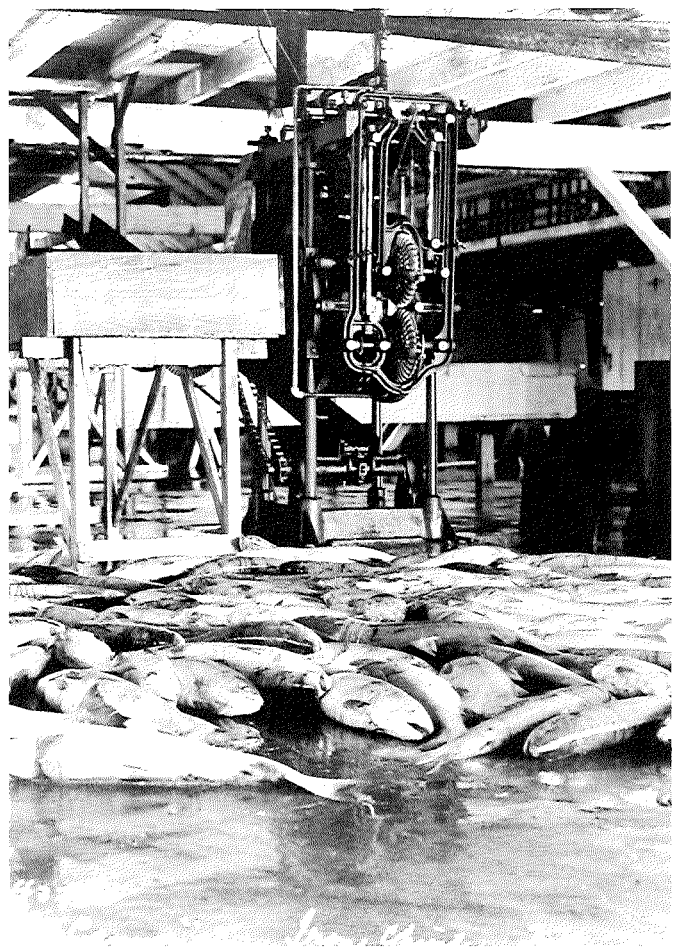
Although the pace of production had increased with the introduction of machinery, there were still many problems in the cannery operation. The cannery buildings themselves were wooden and therefore subject to fire. Accidents with still unfamiliar machinery were not uncommon and replacing parts for the machinery was often slow and difficult, and in the face of an especially large run of salmon great strain was placed on both the equipment and the workers, often resulting in a tremendous waste of fish. Hugh McKervill describes such a situation,

*In big years as many as three thousand boats crammed the Fraser. From Mission City fifty miles upstream, to the mouth of both north and south arms that hug Lulu Island, the flat bottom skiffs were scattered in what appeared to be, and often was, sheer confusion . . .*<sup>17</sup>

For years past the turn of the century, the



176. Two views of the Smith Butchering Machine, the "Iron Chink".



177.

harvest was bountiful. The catch of 1897 was described as "an embarrassment of fish", for the loads brought in were too large for the canneries to process. One account reported that, "At the wharf yesterday's fish which had not been canned were forked into the water to make room for today's catch . . . down to the bottom of the river the dead fish plunged, hundreds of thousands of them, seven pounds of rich protein each with millions of eggs captured in the sepulchres of their body cavities".<sup>18</sup> It was not the cannery which was operating to capacity that suffered from the loss of these fish, but the fisherman who, in addition to being on contract to the cannery, was also paid according to his catch, the upper limit of which was set by the cannery. Hence, the fishermen were not paid for any fish tossed away.

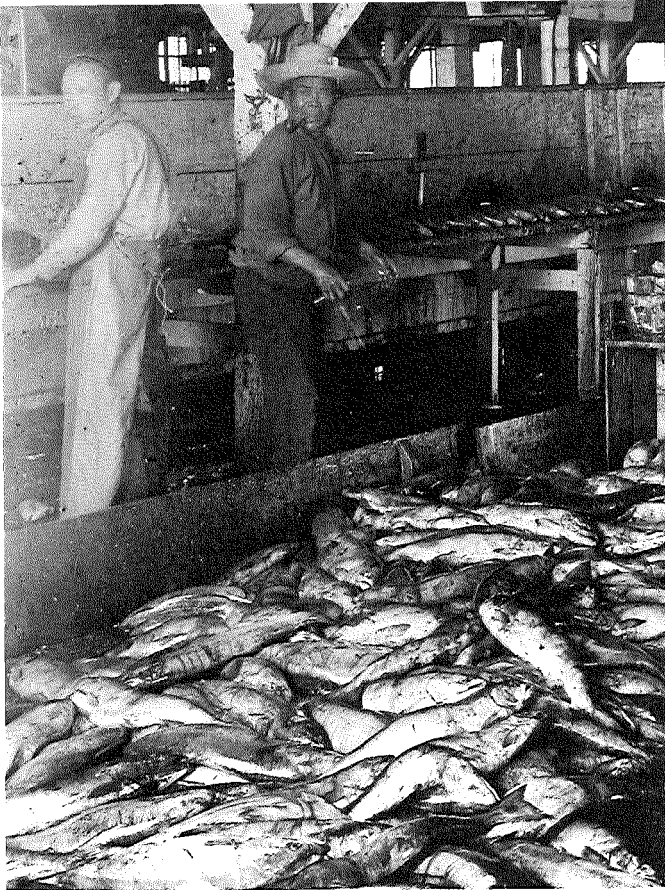
Many of these fishermen were Japanese who had come to Steveston in search of work. Fishing was an activity with which they had been familiar in their homeland and could be carried on without an extensive knowledge of the English language. The first Japanese resident was a fisherman, Gihei Kuno from Mio Mura, Japan. Descriptions of the abundant salmon run at the mouth of the Fraser which he sent home to Japan encouraged many other fishermen to set sail for Steveston. Even today such a move would be costly and daring, but in Kuno's home province work was scarce and economic prospects were poor. Gihei and his fellow fishermen saw the Steveston fishing industry as an opportunity to accumulate some money to send home to their families.<sup>19</sup> Few of Steveston's

early Japanese immigrants thought that Steveston would become their home, but the prospect of prosperity lured the fishermen in droves. By 1901, the census listed 4738 Japanese living in Canada, and the majority of that population was located in British Columbia.<sup>20</sup> To a great extent, those who entered the fisheries were successful, and many "descendants" of the fishing boom of the 1890s are involved in the industry today. Respected for their skill and endurance, the Japanese were described as follows in the *Canadian Magazine* in 1908,

*Not infrequently it happens that, in the gray dawn after a fierce storm on the Gulf of Georgia, when the dull gray water is lashed to a crested fury, a fisherman's boat, keel up, tossed at the caprice of the billows, tells the grim tale of another fisherman buried in the "graveyard of the Pacific", the individual being recognized by the number of his boat. With their characteristic, philosophical calmness they accept such fatalities as the inexorable decree of Fate.*<sup>21</sup>

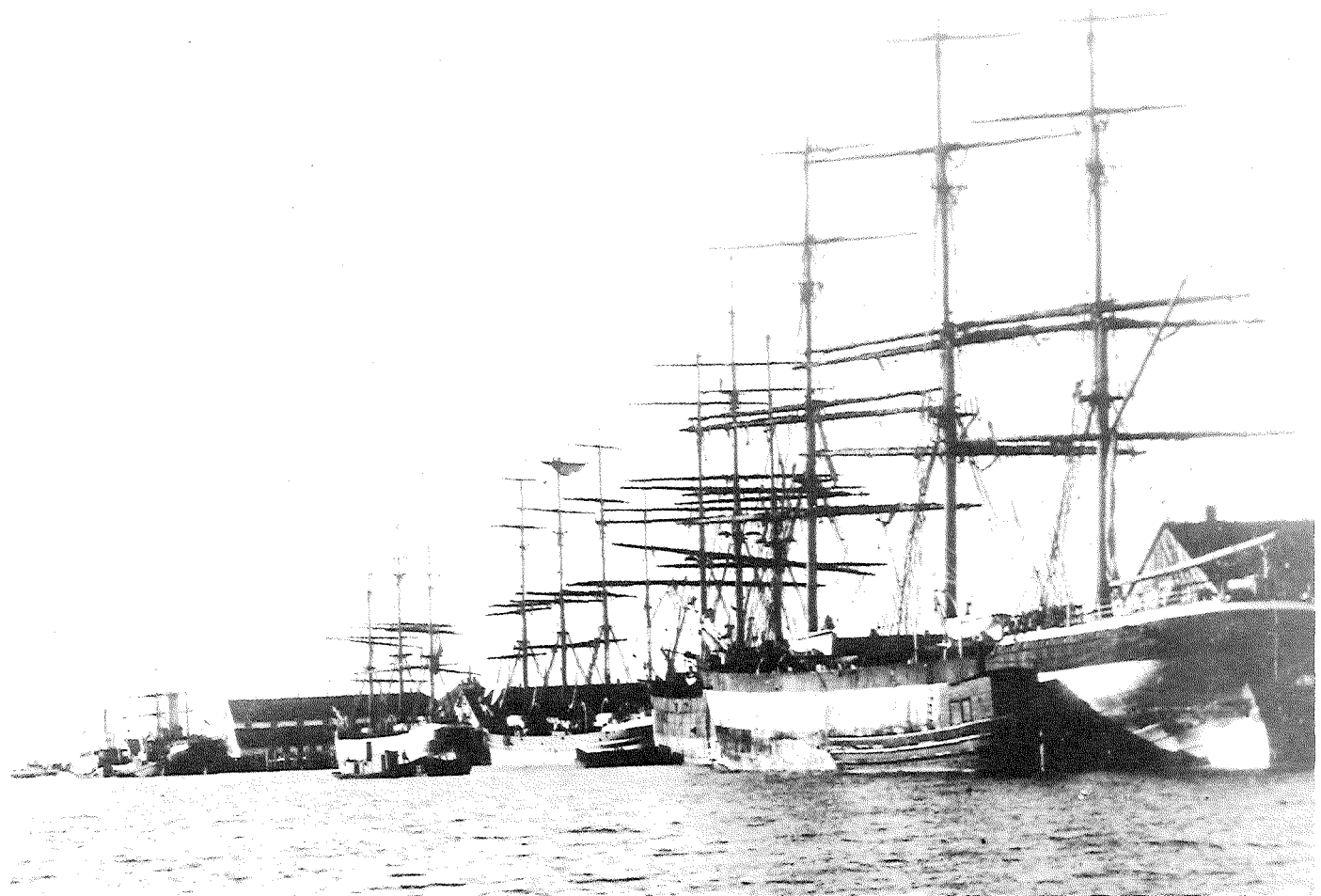
The Japanese, the magazine continues, had "a certain habit of ingenuity rather than inventive genius", and were "not lacking in enterprise".<sup>22</sup>

During the season, the fishermen lived in bunkhouses next to the cannery. Thirty to sixty workers were assigned to a house, with the house-boss, who ran the "o-house", taking charge of maintenance and serving as liaison with the cannery boss. Besides serving as a messenger for their requests and complaints, the house-boss, in many cases, also acted as translator.<sup>23</sup> For such services, each resident contributed a portion of his income



178. Preparing salmon for canning.

180. Sailing ships lined up at Steveston in the 1890s.



... Passage to, and shall be landed at the Port of *Victoria* in  
 ... in the Ship or Vessel called the *Victoria* with not less than  
 72 Cubic Feet and 12 Superficial Feet for Berth Accommodation, and shall be victualled  
 according to Schedule A to the "Chinese Passengers Act, 1855," amended, during the  
 Voyage and the term of detention at any place before its determination, for the Sum of  
 Dollars; and I hereby acknowledge to have received the Sum of  
 Dollars in full payment.

NAME OF PASSENGER.	MALE.	FEMALE.	OCCUPATION.	NATIVE PLACE.
	Age.	Age.		
<i>Qu</i>	<i>20</i>		<i>Labourer</i>	<i>China</i>

三  
列

Victoria, Hongkong, the *7th* Day of *March* 1865  
 I *John* *Do* *John*  
 hereby Certify, that I have explained and registered the above Contract  
 Passage Ticket.

Victoria, Hongkong, the *7th* Day of *March* 1865  
*John* *Do* *John*

立收船位銀單人李嘉今收到  
 船位一個係廣東人年十九歲  
 工生意係在該縣人民搭  
 船包到 卑地方上岸  
 方管七十二英尺橫面則以十二  
 方安置其食用照一千八百五十  
 華民搭客律例內所載長行或管  
 處地方為式共該船位銀三十  
 照數收訖茲立此收單為據

九年二月廿一日為船位單

179. Portion of contract passage ticket for Chinese labourer, 1865.

based on a deduction of 5¢ from the price of each fish sold to the cannery. Rent averaged \$50.00 per year; and water charges averaged \$24.00.<sup>24</sup> It was in one of these bunkhouses that the Steveston fire of 1918 was sparked.

Sharing the company bunkhouses with the fishermen were the Chinese contract labourers. These cannery workers were hired as a unit, each receiving a certain wage determined through negotiations between a contract agent and the cannery owner. The contract agent supplied and controlled the distribution of the Chinese work-force. One of the most familiar contractors in Richmond was Ling Lam who also ran the Hong Wo store on the dyke east of the Britannia Cannery.<sup>25</sup>

Unlike the Japanese, many Chinese workers came to Canada in response to the demand for labour generated by the construction of the Canadian Pacific Railroad through the Rockies on to the coast. Such an effort would have been very costly had not the use of Oriental labour been encouraged, and it was the Chinese contractors who eagerly supplied such labour-intensive industries with hundreds of workers at wages far below the Canadian norm. Canadian entrepreneurs, glad to acquire hardworking men en masse for less money, came to think of the Chinese labourers as "living machines", and by 1901, B.C.'s Chinese population had grown to 14,597.<sup>26</sup>

For the Chinese contract labour which came to the canneries, the idea of "living machines" has special irony. As negotiated by the agent, payment for the cannery workers was based on a fee for each case of salmon canned and packed. However, due to the efficiency of the workers, this practice eventually contributed to the exclusion of a substantial portion of contract workers from the canning operations. While the canneries could sell all that the workers canned and packed, the administration found the per-case price too high and sought to replace manual labour with the "Iron Chink", a machine invented in part for just that purpose.

Along with native workers, both the Chinese and Japanese labour forces were to a large extent migrant. Whereas fishing was seasonal work, they could spend the winter months in the mine fields, working on the railways, or serving as temporary help in a variety of other B.C. industries. The native men would follow the fishing season from community to community along the coast with occasional periods spent in logging camps and mines. In each of these industries the proprietors provided shelter for the workers so that they were not obliged to abandon their homes to follow work from the coast to the interior. In the early years of the industry native workers were the majority in the work force.

Richmond's first cannery was the Phoenix

Cannery built by Marshall English in 1882.<sup>27</sup> Between the establishment of the first cannery and the turn of the century, the number of canneries grew substantially. Following closely behind the Phoenix and Imperial Canneries came the Beaver, Garry Point, Sea Island, Lulu Island, Terra Nova, Pacific Coast, Brunswick, Steveston, Gulf of Georgia, Alliance, Fraser River, Vancouver, Provincial, Hume's, Colonial, Scottish-Canadian, Acme, and Great Western Cannery.<sup>28</sup> Of these, the vast majority were situated in Steveston, forming a line along the waterfront from Garry Point to just west of London's Landing.

The early owners were independent businessmen who operated one or two, or in the case of Alexander Ewen, several canneries. Many were also involved in other pursuits. In addition to the Sea Island and Canadian Pacific Canneries in Richmond (as well as others further upstream), Alexander Ewen was involved in ranching and agricultural operations and is reported to have owned 640 acres on Lulu Island.<sup>29</sup> Marshall English as well had been involved with many enterprises, successful and otherwise, before he established the Phoenix operation. Among other things, English was a stock speculator who very nearly lost all of his holdings in an 1875 San Francisco stock market slump. It was this scare that sent him into the canning business, a sound investment in its early days.<sup>30</sup>

181. Early cannery owner, Jacob Hunter Todd.





182. Cannery row on Sea Island, looking east from the Vancouver Cannery, 1912.

183. Rear view of Vancouver Cannery buildings, Sea Island. 1912.





184. Home for a cannery worker at the Vancouver Cannery, Sea Island, 1912.

185. A formal portrait of cannery workers and their families on the occasion of a visit to the Vancouver Cannery, Sea Island by the Japanese Consul and his wife.





However, investment in fishing was not without its risks, even when the stock of fish seemed endless. Equipment for the cannery had to be purchased far in advance of the season, which, if over-purchased in an off-year, could lead to bankruptcy for the investor. (This equipment included salmon twine, knives, tinplate, salt, copper, acid, charcoal, lacquer, and packing cases).<sup>31</sup> At other times the run itself could be unexpectedly small.

A harsh winter with heavy rains and a late spring freshet could prevent the fish from making their final climb up the river to spawn. It had been estimated that flooding in 1882 severely affected the salmon run of 1886. (On the other hand, the massive flood of 1894 did far less damage as it had subsided by the time the salmon arrived and a good season followed). Today the life cycle of the salmon is well documented, with any fluctuation possibly affecting the run precisely monitored, allowing for preparations to preserve the stock. However, the technology for such measurement was not available to the early canners, making the size of the run a rough speculation.

Further compounding the uncertainty was the instability of the foreign markets. Salmon was a staple of the lower class European's diet, however it could not always be afforded and production was not always regular. The arrival of the *Titanica* in Vancouver on July 25, 1889 marked the first direct cargo shipment to Vancouver from London via Cape Horn. Since the 1870s Victoria served as an entrepôt for shipments of salmon from Steveston to Europe.<sup>32</sup>

From 1882 to 1886, in keeping with a general economic depression, the newly established industry entered a slump. Canneries which faltered for even a season were foreclosed, while others were forced to diversify their interest to keep canning operations solvent. In the competition that followed, smaller businesses on the brink of bankruptcy were bought up by newly formed large conglomerates, the largest and most profitable of which are still in operation. Some of the smaller operations were bought up and left idle while others were rebuilt, expanded and improved. By 1891, 70% of the salmon pack was controlled by these conglomerates, Anglo-British Columbia Packing, Ewen and Company, and the Victoria Canning Company. In 1902 the British Columbia Packers Association of New Jersey assumed control of twenty-two firms at a cost of \$4 million and took control of 50% of the lower Fraser River fishing industry.<sup>33</sup>

The B.C. Packers Association was organized by Aemilius Jarvis with the advice and financial assistance of Henry Doyle, an American fishing supplier. Alexander Ewen, who sold his business to the Association, became its first president and Henry Doyle was appointed general manager. Dis-

trict Superintendents were also appointed to oversee the various canneries and included Duncan Rowan as the superintendent for the North Arm and Ninian H. Bain for Steveston.<sup>34</sup> Other operations to become part of the B.C. Packers empire included the Hume's, Colonial, London, Terra Nova, Alliance, Dinsmore Island, Provincial, Pacific Coast, Canadian Pacific, and Atlas Canneries.<sup>35</sup>

Other factors helped to facilitate and, perhaps, necessitate the mergers in the canning business: The securities market had expanded, removing the need for large amounts of capital and reducing the risk of split foreclosures upon failing firms and, while the price of salmon for the consumer was not altered, the average cost of production could be reduced, thereby increasing the margin of profit. However, others saw the mergers as an attempt to control the market. Economic analyst David Reid concludes that the formation of B.C. Packers was motivated by the anticipation of monopsony profits rather than the saving to be accrued from economies of scale, that is, B.C. Packers intended to control the supply and thereby, in turn, determine demand.<sup>36</sup> By this means profits could be maximized. Still, Mr. Reid comments,

*It would not have been wise from the point of view of local public relations to emphasize the expected profits accruing from successful exploitation of local inputs and regulation of the fishing by the restriction of competition. The emphasis on economies of scale on the other hand provided a much safer rationale for the merger.*<sup>37</sup>

In a letter dated February 1, 1902 from Henry Doyle to A.G. Kittson and Co., this conclusion seems to be borne out,

*By amalgamation enormous savings could be made as the business is largely over competed for at present, and as a consequence the cost of packing is far higher in proportion than it is on the American side of the line. By reducing the number of plants in operation, materially increasing the daily capacity of those we propose running, and by lowering the cost of raw fish by doing away with excessive competition for the fishermen, we can bring our cost down to the same relative cost of the goods packed in Puget Sound and in Alaska.*<sup>38</sup>

While directors such as Jacob Hunter Todd, Marshall English, Alexander Ewen, and Henry Doyle, both collectively and individually, bought and sold canneries largely at their own discretion, the canning industry was not without guidelines, regulations, and pressure from other interest groups. With attitudes and actions defined by their particular economic stake in the fisheries, municipal, provincial, and federal governments, as well as fishermen's associations and unions, had a significant impact on the industry. It was through the interrelated and often contested actions of

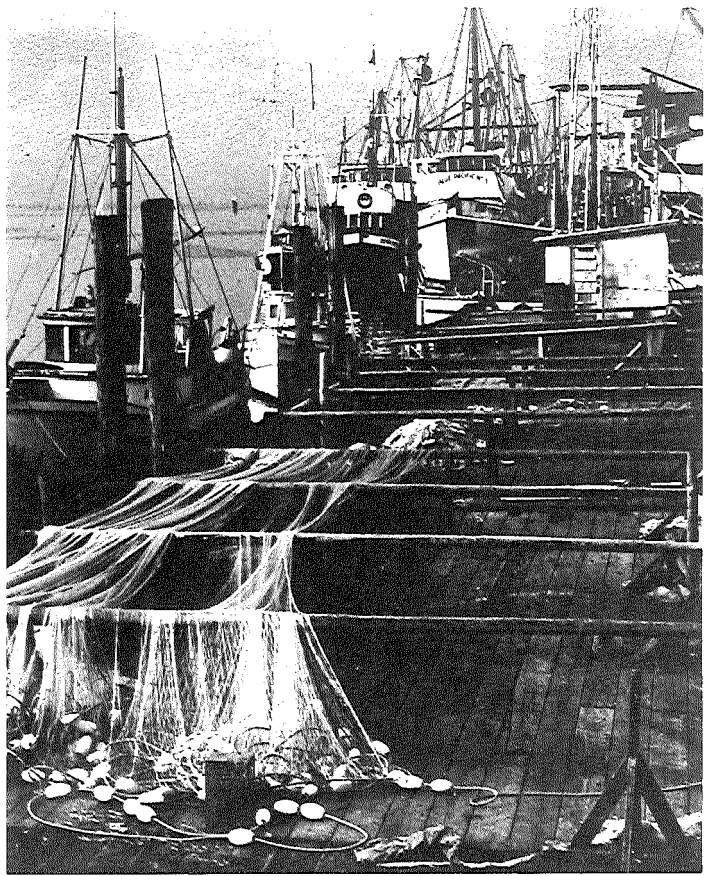
these groups that the specific conditions of the industry were determined.

Government interest was primarily related to taxation, on the property occupied by the canneries, on their product in the marketplace, and on the profits of their business, and to the use of the river by fishermen and their equipment, in terms of number, frequency, and duration. Government influence also extended into the canneries regulating the operation and the number of workers to be employed, their working and living conditions, and their income. While the balance of powers in the government has shifted over the past century, government interest has neither diminished nor changed fundamentally, although such changes have not been without their problems.

At one time, both federal and provincial governments maintained departments of fisheries to oversee operations on the Fraser River.<sup>39</sup> In time, however, their powers became distributed; for example, the provincial government assumed control of employment and working conditions within its jurisdiction while the federal government guarded the flow of immigrants to the country and between provinces, making its impact felt on employment through influence on the population balance. The result was a melange of regulations, often self-defeating or at cross-purposes, as individual groups, from the local municipal council to the far-off civil servants of Ottawa, struggled to control the fishing industry. Nonetheless, the industry did benefit from several commissions and investigations set up to report on regulations and violations, such as those appointed in 1891, 1895, 1899, 1902, 1905, 1910, 1917, 1922, 1940, 1960 and 1963.<sup>40</sup>

One of the government's first actions involved the establishment of limits on the licensing of fishing vessels. Initially intended to help control resources for the benefit of owners and fishermen alike, licensing immediately became a factor in the determination of wages and operating policy. Before licensing, fishermen received a daily wage of \$2.25 (plus \$2.00 for their assistant on the boat), in addition to a small payment based on their catch. Independent fishermen received no wage but were free to sell their catch to the highest bidder at a reduced cost to the cannery.<sup>41</sup> The first limit on the number of licences issued allowed for 350 to go to the canneries and 100 to independent fishermen, cutting the number of independents by about one-third and thereby increasing the value of the regular fleet's catch.<sup>42</sup> With the impact of "under-bidding" reduced, the payment for the catch (based on the price of fish each season) replaced the daily wage in importance to the cannery fishermen.

Licences were highly contested for, by the independent fishermen and canneries alike. To ob-



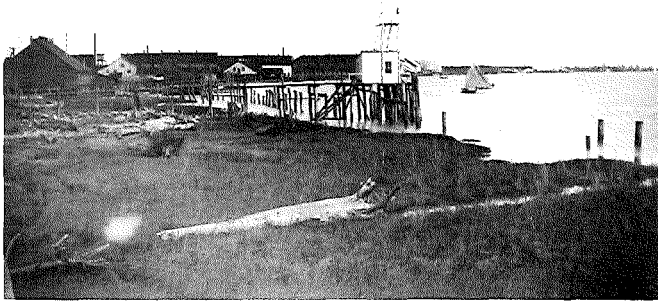
186. Fishing boats along the dock at Steveston.



187. Finn Slough.

188. Cannery buildings at Burrard Cannery.





189. Early panorama of Steveston shoreline looking east from Garry Point. Offshore from the point a lightship guided fishing boats at the entrance of the river.

tain more licences, canners would create "dummy" canneries by buying up bankrupted canneries with no intention of reactivating them and then use the allotted licences to support existing operations. To counteract this practice, the licensing scheme was changed in 1893, with licences allotted on a pro rata basis in relation to the canning capacity of each operation. In 1894, due to poor business prospects, the maximum number of licences granted to any cannery was lowered to twenty, and four years later this number fell still further, to ten. Considering these reductions, it is no surprise that competition among fishermen for licences became even greater, and while it drove a wedge of fear and mistrust between the various racial groups which made up the coastal fishing population, it also served to unify the fishermen against the cannery owners as they sought to protect their livelihoods.<sup>43</sup>

One of the earliest fishermen's groups was the Fraser River Fishermen's Benevolent Association founded in 1893 to combat the problems created by the licensing situation. The 1500 member body soon changed its name to the Fraser River Fishermen's Protective Union, with Alex W. Anderson as President and Thomas Steffensen, William Crawford, and Ed Johnson also serving on the executive board.<sup>44</sup> Among their first actions was a call for a higher price per fish, which at that time was only 6¢. In addition to demanding 10¢ per fish, they also asked that native fishermen receive \$3 a day for themselves and \$2.75 for the boat pullers fishing company gear.<sup>45</sup> Contending that the union's action was illegal, the canners refused to negotiate and took the issue to the public. In the words of labour historian Harold Griffin,

*They published a series of inflammatory, misleading advertisements implying violence and threats of violence and compliant police arrested several men and charged them with intimidation though no case was ever made against them . . .*<sup>46</sup>



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The canners also attempted to divide the workers by appealing to the native fishermen to abandon any strike and return to work. The canners were persuasive as the strike was gradually broken. Cannery fishermen did receive a 25¢ increase in their basic wage, and although the 1893 action was a mixed victory, the movement toward unionization moved onward unabated.

Four years after the first strike, a different organization, the Steveston Fishermen's Association, agreed to press for a fee of 12½¢ per fish in the upcoming season. This association was organized to represent the Japanese fishermen who had been excluded from the Fraser River Fishermen's Protective Union (for whom "protection" included measures against alien workers in the battle for job security).<sup>47</sup> Nevertheless, when the Japanese organization prepared its demands in 1897, they sought the support of the white and native workers. Divided though they were, it was essential for the workers to present a united front to the cannery bosses.

In considering the fishermen's demands, it is interesting to note the average cost of staying in business in relation to the payment received per fish. A portion of Teiji Kobayashi's memoir of the Steveston Fishermen's Association records a speech made by Mr. T. Nagao to the fishermen in 1897. As translated from the Japanese, Mr. Nagao warned his audience that, although the current price received for the salmon was 8¢ per fish it could easily fall to 4¢ or 5¢, seriously endangering the fishermen's livelihood.<sup>48</sup> Expenses included "\$66 for the puller, \$100 for the nets, \$10 for the licence, \$23 for food (3½ months), \$7 for boots, \$2.25 for rubber poncho, \$35 for boat, and \$25 for personal expenses", while "If the standard price is 6½¢, the season's catch for one boat will bring \$216.45", creating a loss of \$52. Mr. Nagao went on to urge the fishermen to take their case to the cannery owners saying that, "at present we Japanese fishermen number 1,600 to 1,700, that is almost one-third of the total fishing population, and we can be influential".<sup>49</sup>

The massive protest which the fishermen had anticipated did not materialize at this time, but in years to follow, leading up to 1900, there were numerous strikes in the fisheries across the province, and while their employees formed unions and plotted the means to change the industry's price structure, the canners took action as well. In 1897, they formed the "Combination of Cannery Packers".<sup>50</sup> An earlier association had failed due to dissension among its members. In so doing, the canners sought not only to combat the growing pressure of the fishermen's unions, but to form a collective body to oversee the management of the industry and protect their own interests as well. It was felt that a unified voice before the federal government would help their cause, and according to Cicely Lyons, "by working in cooperation the established canners hoped to stabilize sales should some of the weaker processors become fearful of being left with heavy stocks on hand".<sup>51</sup>

In 1898 the canners association became known as the B.C. Salmon Packers Association, and it was apparent from the start that this group would remain as a significant force in the protection of canners' interests. In the following year the canneries proved their collective strength by combining to control the price of fish for the season. To enforce their decisions throughout the industry, the canners set up a policing "formula" which would enforce heavy penalties on any company which paid more than the agreed upon maximum amount per fish. The Association also moved toward fixing the market by specifying the pack size for each cannery.<sup>52</sup>

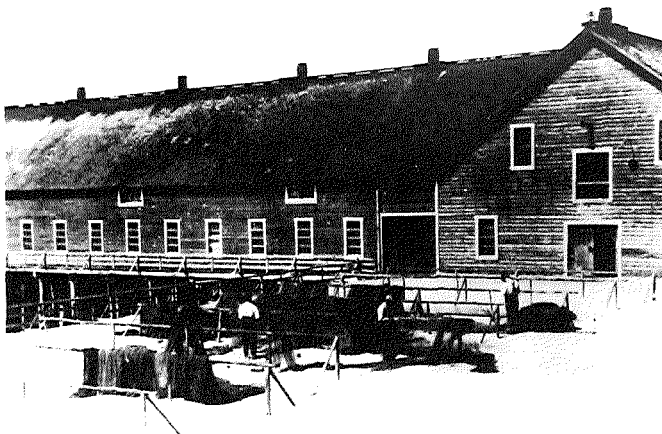
In 1900 the strength of both cannery owners and fishermen was put to a test. The following year was scheduled to bring a heavy run and with this fact in mind the canners met to determine the size of the fleet and the price per fish in anticipation of increased demands by the fishermen. Bolstered by the New Westminster and Vancouver fishermen's unions, the local fishermen's unions called for a price of 25¢ per fish for the 1900 season, the amount

at which the 1899 season had closed. As the 1900 season drew near, the fishermen pressed the issue of price more urgently, but the canners backed off, stating that the price should not be announced until all the fishermen had been hired for the season.<sup>53</sup>

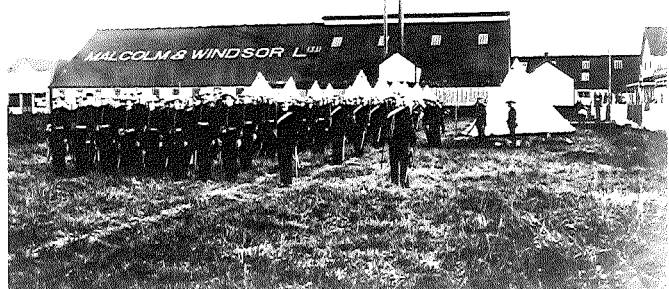
While the canneries continued to withhold their offer the unions worked to maintain a united front. The major organizer was Frank Rogers, a Vancouver longshoreman who was not convinced that 25¢ per salmon was a wise bargaining price. His campaign for a price of 20¢ was soundly defeated in the union which voted to strike for the higher price. The canners announced that the season would begin at 20¢ per fish, not specifying whether or not this price would be maintained throughout the season, and the battle was on.<sup>54</sup>

The strike, scheduled to begin on July 8, was not wholeheartedly supported by all the fishermen. The leading opponent of a stoppage in the fishing was the Japanese Union, the Gyosha or Dantai (i.e. Fishermen's Association). In a reversal of their usual policy, the white fishermen's union sought the cooperation of the Japanese union and invited them to join in a show of solidarity. Preferring to remain independent, the Japanese did not initially support this tactic. It was in March of that year that their association had become incorporated as the Japanese Fishermen's Benevolent Society, an organization created to serve the general interests of the Japanese community at Steveston as well as the fishermen and cannery workers. Membership was not limited to workers in the fishing industry and their activities included the construction of the Japanese Fishermen's Hospital and a Japanese School in Steveston. Because of the high stakes involved, the Japanese faced pressure from all sides, and it was not always

191. Outside the Burrard Cannery.



192. The Duke of Connaught's Own Rifles at Steveston, 1900. The soldiers are wearing the uniforms of the 2nd Battalion, 5th Regiment, Canadian Garrison Artillery as their own had not arrived. (Their hats were straw to give them protection from the summer sun.)



clear which course of action would best serve their own interests.<sup>55</sup>

Unlike most of the white fishermen, a large number of the Japanese lived in cannery houses, and if they joined the strike the canners threatened to cut off their food supply. When this did in fact take place and some of the Japanese defied the strike by going out to fish for food, the union was swift to act. The union had set up a patrol to check for scab workers, and when Japanese fishermen were discovered fishing for their own requirements, union leader Frank Rogers made a public announcement of the discovery of disloyal union members.<sup>56</sup> This was not the only way in which the Japanese found themselves caught in the middle of unfortunate circumstances.

Rintaro Hayashi, a member of the fishermen's group several years later, recalls that the white union perceived the strike as a pitched battle between capitalism and socialism. The Japanese were not so driven, rather their concern was missing the salmon run altogether. If they did not fish in the weeks of the run, the price increase they might gain from the canners would be meaningless.<sup>57</sup> It was not easy to lose the treasure of fish while others fought for their special causes. In the words of the late Asamatsu Murakami,

*Without a strike they could have got abundant fish. In this sea there are fish swimming on top of each other, they could have caught boatloads of fish. But you have a strike, and next day, since fish come in according to their cycle, the fish go far upriver and there are no fish around Steveston.*<sup>58</sup>

Facing a language barrier, a lack of capital, and a strong contractual relationship with the canneries as well, the Japanese were in a weaker bargaining position with the canners and other fishermen alike.<sup>59</sup> The Japanese fishermen agreed to join the strike only if the white union would provide food for the workers, otherwise, they warned, they would have to return to fishing at a price less than the union was demanding. A compromise was attempted which would allow the Japanese to fish for a limited catch, half of which the union would then sell, but the Japanese did not agree. With assurances of protection from the canneries, they prepared to return to their boats under an offer of 20¢ per fish for the first six hundred and 15¢ per fish thereafter.

With rumors about the canners' strategy to break the strike and the strikers' own threats to harass any strike-breaker's wife, the atmosphere in the fishing community of Steveston grew increasingly tense. Stories of Japanese importing vast caches of arms were circulated, and Japanese fishermen, accused of undermining the strike, had their nets and sails slashed by angry white workers.<sup>60</sup> Fear escalated further as negotiations over prices continued unsuccessfully.

The canners offered 20¢ per fish with the proviso that the rate be lowered to 15¢ in the event of a heavy run. In addition, they offered to accept all the fish brought in which could be processed by the cannery. The union in turn demanded that there be a fixed price for the entire season, and that independent fishermen be allowed to sell their catch to any cannery, while receiving the same limit allowance as the canneries in the event that limits on the catch were imposed.

With the salmon run well under way, the canners stepped up their efforts to bring the strike to an end by first offering 18¢ per fish. The union would accept no less than 20¢. Then, two days later on July 22, the canners restated their earlier offer to the Japanese of 20¢ per fish for the first 600 and 15¢ thereafter with the addition that independent fishermen be able to sell their catch to the cannery of their choice. This offer was also refused, and, in the words of Harold Griffin, "all hell broke loose".

The canners sent for military help, and on July 24 the 6th Regiment, the Duke of Connaught's Own Rifles, under the command of Captain C. Gardiner-Johnson, arrived in Steveston "to strengthen civil authority".<sup>61</sup> Fortunately, the troops were sent home to Vancouver on July 30 without ever having raised a rifle. Their departure, however, did mark the end of the strike. Just as the regiment arrived in town, Frank Rogers, who had been arrested for causing trouble at the canneries, was released, giving the union members a boost in morale and revitalizing their efforts. As they employed no Japanese, some eight canneries still had no fish, and with the continued support of native workers and some Japanese, the union felt that it still had some punch. While the willingness of the canners to quell the strike by demonstrating their superior economic and physical strength is apparent, it is important to note that this was not the primary reason for the termination of the strike.

With the final days of July, twenty-three fishing days had been lost at considerable expense to both canners and fishermen. With Frank Rogers free, negotiations resumed, and at long last a compromise that both sides would support was reached. While the fixed price of 19¢ per fish was substantially below the union's original demands, the strikers were satisfied for it was still higher than what the Japanese fishermen had received. In their defense, the Japanese replied that,

*The Japanese should not be called strike-breakers. It was clear to everyone that the canneries could not pay 25¢ a piece. Our decision to start fishing for 20¢ resulted in our victory and the development of Steveston as residence of our people.*<sup>62</sup>

With the price of fish to be renegotiated with each new season, efforts to strengthen the unions continued, and the following year groups from the lower Fraser River fishing industry met in Van-

cover to form the beginnings of the United Fishermen and Allied Workers' Union. The upcoming season, expected to be a heavy one, brought demands from the fishermen calling for 15¢ per fish throughout the season while the canners opened with an offer of 12¢ in July and 10¢ in August. With the Japanese fishermen settling for the original offer, negotiations continued for the other fishermen until a settlement was reached at 10 5/8¢ per fish for the season. This period was, however, marked with violence.

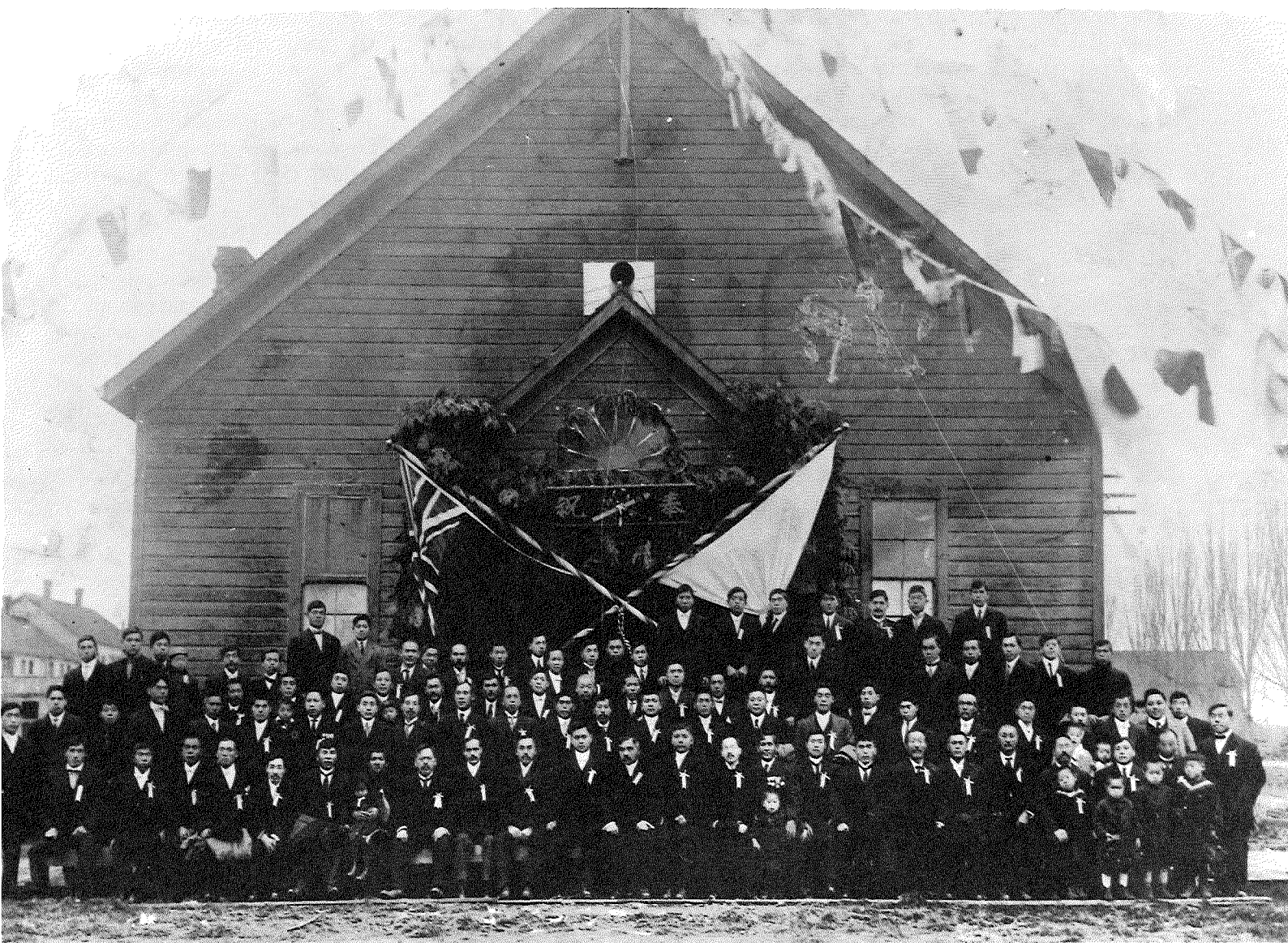
As Ken Adachi described it, "The village of Steveston was quiet, for the struggle this time was on the open water . . . Hand-to-hand fighting, net cutting, boat smashing, gunfire, and slashing by axes were reported daily for a period of a week".<sup>63</sup> Union leader Frank Rogers was arrested on 15 charges, but after a long and costly series of trials he was released. Two years later, Rogers was killed while participating in a strike of railway workers in Vancouver. By the time of Rogers' death, the B.C. Packers Association of New Jersey had become the dominant economic force on the coast. The fishing industry, employers and employees alike, found

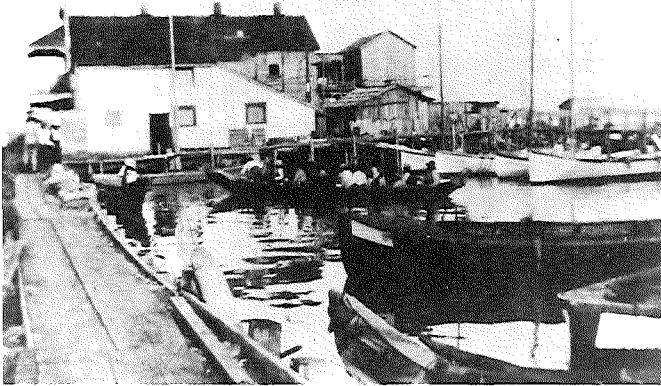
themselves working under a new boss with new rules, and for a few years at least, the situation quieted down.

During the seasons of 1900 and 1901 it became clear that the white and Japanese both had valid but conflicting approaches to their role in the fishing industry. As the actions of both groups were dictated by a fundamental need to secure their livelihood, it was unfortunate but inevitable that bad feeling arose between them. The conditions of the Japanese presence, and the Chinese situation as well, were such that some sort of tension involving the Orientals was unavoidable.

Pressured by canners, the federal government persistently disallowed legislation by the government of British Columbia which sought to keep Chinese workers out of provincial works. At the same time, other actions such as the restriction on licences put the Orientals in direct conflict with the rest of the work force. Labour analyst Stuart Jamieson writes that, "while prices were the immediate cause of most strikes in the fishing industry in British Columbia, competition among the major racial groups provided the first important stimulus

193. Portrait of the Japanese Fishermen's Association, 1914.





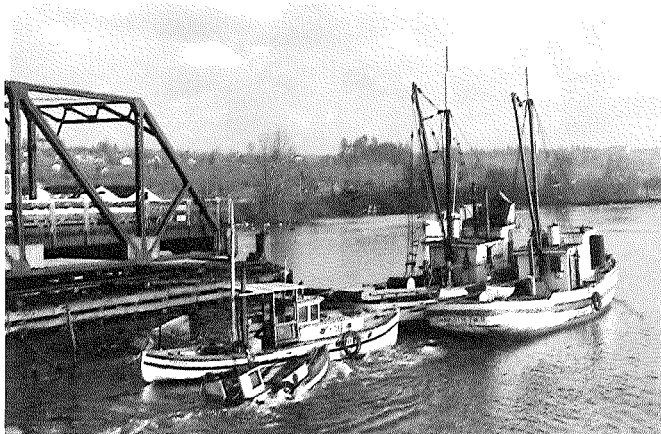
194. Along the wharf at Steveston.

to unionize".<sup>64</sup> Groups such as the Fishermen's Protective Association, which not only excluded the Japanese from their ranks, but sought to usurp them from the industry, were examples of such action. Once again, these men were not hysterical racists, but fishermen who felt that the battle against their employers was being undermined.

The employers also had a right to hire the least expensive and hardest working labour in their effort to improve company profits and maintain a competitive price for their goods. However, it should be added that there was often a fine line between good business practice and worker predation. It is interesting to note that even those employers who eagerly recruited Oriental labour around the turn of the century actively sought to replace them where it was to their advantage. Technological advances such as the "Iron Chink" is one example of this, as is the hiring of native and East Indian workers who were less organized and more limited in their ability to force higher wages.

Much resentment also stemmed from an ignorance and rejection of Oriental ways and culture, and manifested itself in verbal disparagements, physical segregation, and legal restrictions on movement and employment. The canneries

196. Towing Japanese fishing boats to Annieville during the war.



195. Japanese children wait patiently while their mothers fill cans with salmon.

provided their Oriental and native workers with quarters separated from the mainstream of Steveston life. This created what were in effect linguistic and cultural ghettos. This isolation was further compounded by the inability to communicate, a significant factor in the deterioration of race relations. Ken Adachi points out that by 1924, 73.8% of the Japanese population were still unable to read, write, or understand English. He writes that the "lack of association with English-speaking 'natives' and the clannish conditions under which Japanese immigrants lived and worked were to seriously retard any progress in acquiring a verbal knowledge of English".<sup>65</sup>

Unlike its results, the origin and exact nature of discrimination is not always easy to determine, but its presence is usually clear. From their earliest arrival, the foreign-tongued, physically and culturally distinctive peoples were viewed with fear and suspicion, both founded and unfounded. Tensions grew and faded over the years, very often in relation to the availability of work and money. In British Columbia, the Asiatic Exclusion League, Knights of Labour, and the Workingmen's Protective Association (in Victoria) were formed to defend the rights of white workers and to encourage

197. Round-up of Japanese fishing vessels at Annieville, 1942.





198. Native women enjoying ice cream cones while walking along the bunkhouse boardwalk.

the passage of legislation to stop the immigration of Oriental workers.

The measures that the government of British Columbia took to reduce, if not eliminate, the flow of Chinese and Japanese immigrants were varied and persistent. Language tests, denial of the right to vote, and barriers to naturalization were all suggested, and some of them were legislated and tested in court. In 1898, British Columbia attempted to have the entry tax on Chinese immigrants raised to \$500.00 and to have this tax apply to Japanese immigrants as well. In 1900 the tax was set at \$100.00, and three years later it rose to the staggering figure of \$500.00. It was the duty of the federal government, however, to preserve friendly relations with Japan under the Anglo-Japanese trade treaty of 1902 and efforts to apply this tax to the Japanese were rebuked.<sup>66</sup> (With China, Canada had no such commitment.) Also, many restrictions, while disallowed in theory and in law, were nevertheless practised in fact.

In 1907, resentment was running so high that a rally held by the Asiatic Exclusion League in Vancouver quickly turned into a riot. The federal

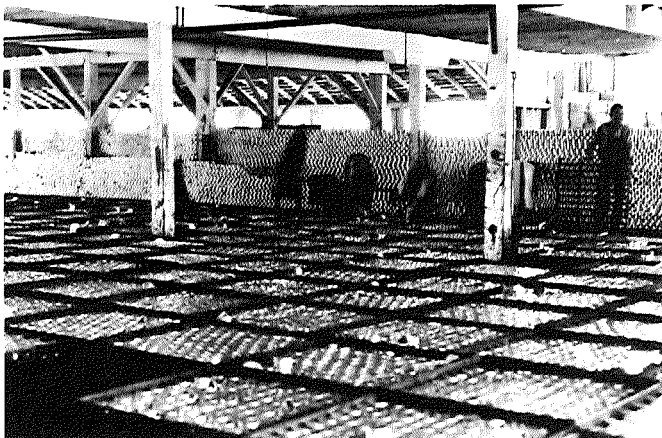


199. Two Chinese cannery workers taking a break at the Imperial Cannery.

government's Deputy Minister of Labour, Mackenzie King, created three commissions to investigate the losses suffered by the Japanese during the riot. Mr. King concluded that limitations on the import of Japanese labour were necessary if there was to be any peace in the Canadian labour market. Indeed, he was persuaded by local groups that the growth of the Japanese population would inevitably lead to a class war and probably, the secession of British Columbia from Confederation. After damages were paid, the Japanese government agreed to restrict emigration, and passports for male labourers and domestic servants were limited to 400 and only four classes of immigrants were allowed to enter Canada. Those classes included returning residents and their immediate families, persons employed for personal domestic services by Canadian-Japanese residents, labourers under specific contracts approved by the federal government, and agricultural workers contracted by resident Japanese landholders in Canada.<sup>67</sup>

With energy directed elsewhere, tension abated during the first World War. There were, however, still some incidents of concern. The *Komaqata Maru* affair and the destruction of the *Canada Shimpo* newspaper's offices are two exam-

200. Cases upon cases of canned salmon.



201. The painstaking chore of mending nets.





ples. Spurred by the 1913 slide at Hell's Gate and overfishing in some areas which had caused a decline in the catches, action to limit the Japanese participation in the fisheries was also initiated in connection with the formation of the Fraser River Fishermen's Association in 1914. Once again, the competition for fishing licences was fierce and the Japanese were deemed "excessively industrious" and therefore "a deadly menace".<sup>68</sup>

The litany of post-war legislation which, by intent or not, served to diminish the number of Japanese in the fishing industry, the number of Chinese in the canneries, and the number of both groups entering the country, included the denial of the right to vote, the denial of naturalization, and restrictions on the issuing of fishing licences. For example, in 1923, when a ban on the use of motor boats in purse-seining was lifted, pullers were required to have licences, and licences were granted to citizens of Canada or members of the British Commonwealth only.<sup>69</sup> While no single incident or particular regulation drove the Orientals out of the industry, the combination of factors served to all but eliminate them from the fisheries.

In order to become Canadian citizens, immigrants first became naturalized Canadian subjects. The lack of proper documentation often made this process more difficult for the Japanese applicants. However, thanks to the generous attitude of people like Judge Darling, naturalization was not impossible. A resident of Steveston, Judge Darling facilitated naturalization for many Japanese during the years of increasing pressure to permit only Canadian subjects in the fishing industry. Called a "Japanophile" by some, his acts are still remembered by the Japanese:

*Darling's certificate [the naturalization papers] rescued the Japanese fishing community from near obliteration. His befriending of the Japanese fishermen cannot be forgotten.*<sup>70</sup>

The question of Chinese participation in the fishing industry was settled in 1923. The Chinese Exclusion Act limited Chinese immigration to four categories; members of the diplomatic corps and government representatives, Canadian born Chinese children returning from studies abroad, Chinese students attending Canadian institutions, and Chinese travelling through Canada. The act, however, contained many inconsistencies and caused much anguish for separated families, while others complained that some sections were not strong enough.<sup>71</sup> The Japanese were not so excluded until the second World War, but, in the intervening years, there raged a war of nerves.

In 1919, the federal Fisheries Commission, appointed to monitor and investigate the general state of the fisheries, was unanimously in favour of limiting the number of licences granted to Japanese fishermen. Their report boldly stated that,

*The question is not whether Oriental licences should be reduced in number but what percentage of reduction should be directed upon in order to bring about the displacement of Orientals by white fishermen in the shortest period of time without disrupting the industry.*<sup>72</sup>

The Commission recommended an immediate 40% reduction in the number of licences granted to Japanese fishermen to be followed by an additional 15% reduction in 1925. By 1930, 1253 licences in all had been removed from the Japanese. To help ease the loss, \$350.00 was distributed to each fisherman supporting a family by the Japanese Fishermen's Benevolent Society. The government, on the other hand, offered no compensation whatsoever for the losses which, including boat and gear, averaged \$1530.00 for each fisherman.<sup>73</sup>

By 1927 the Japanese were restricted in all areas of the fishing industry. In 1928 they appealed to the Supreme Court to regain their licences. They received temporary relief when the court granted their appeal, but the government renewed its policy of restriction the following year. In Ken Adachi's words, "What the battles of 1900-1901 could not accomplish, the federal government had made possible through the bloodless machinery of regulations".<sup>74</sup> It is also important to realize that the economy of the industry which had at first encouraged the utilization of cheap labour had changed. Machines were more reliable, required much less attention and care, and were less expensive in the long run. Better nets and boats able to venture farther out for bigger loads meant fewer boats and fishermen were required to make the season's catch. The unions, which pressed for higher wages and better working conditions, also did their part to influence the economic environment.

While a specific event, the Japanese raid on Pearl Harbour, brought the final orders for the removal of the Japanese from the coast, such action was the result of many factors which had been developing over the years.<sup>75</sup> December 7, 1941 was the premise for and not the cause of their removal. Many others have analyzed the removal of the Japanese and conclusions of every hue and colour have been made. The effect on Steveston was significant but not devastating. Because of licensing restrictions most of the Japanese had already left the industry, and those who had retained their boats and gear had them seized by the government. Regardless of what has been said and thought, the Japanese played a major role both at sea and in the cannery from the beginnings of the fishing industry.

The exclusion of the Orientals notwithstanding, the fishing industry at Steveston, in general, did not grow substantially after the turn of the century. The most significant event was the forma-

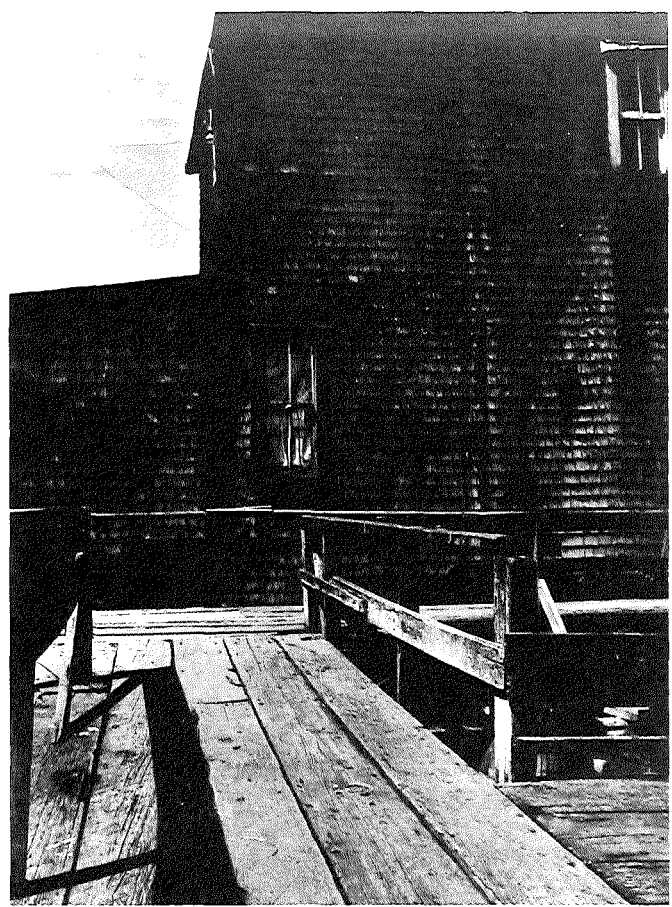


202. Steveston docks in the early 1900s.

tion of the B.C. Packers Association, initially owned and controlled by eastern interests and incorporated in New Jersey.<sup>76</sup> As such, the company was barred from owning and operating any boats in Canada, while, on the other hand, it did not have to pay British Columbia's higher taxes, and under New Jersey laws, the firm could buy into or retire its own stock making New Jersey an attractive place to maintain investment. However, for the Canadian Government the loss of tax revenues, which were much greater than the \$300.00 impost fee assessed to the company for alien registration, was deeply felt. Moreover, neither government was eager to have the control of such a large organization outside of their bounds of control.<sup>77</sup>

In 1910, through a private bill entitled "The British Columbia Packers' Association Act, 1910", the association became a Canadian company. Two years later it was sold to the British Columbia Fishing and Packing Company Limited which had a Dominion charter permitting it to do business outside of British Columbia. With the ensuing years came expansion, including the purchase of the Dominion, Alexandra, and Nass Harbour Canneries, the Boundary Investment Company, the Oceanic, and Rivers Inlet plants of the British Columbia Canning Co. Ltd., the Packers Steamship Co. Ltd. and Wallace Fisheries Ltd. In 1926, the same year as the major acquisition of the Wallace fisheries, the B.C. Packers amalgamated with the Gosse Packing Company and its subsidiaries, Matilda Creek Fisheries Ltd., Seymour Navigation Co. and Miller Packing Co. Ltd.<sup>78</sup>

The advent of so large and powerful a component did much to change the fishing industry.



203. Boardwalk to the bunkhouse.

Among other things, it altered the basis of competition and the financing of the operations. Some observers saw the business outlook of the B.C. Packers and the other fishing giants as monopolistic, and certainly the unions, at one time or another, questioned their own effectiveness in an industry largely controlled by a handful of companies. For the companies, the consolidation of profitable canneries and the abandonment of less successful subordinate outfits concentrated power and provided for economies of scale, and for some canneries, hoping to hang on until a good season came along to help pay for poor seasons, consolidation provided the possibility of having their losses absorbed (but on the other hand they could also be liquidated more effectively under stiff competition and heavy pressure). Whatever the effect was on the owners, the workers continued to try and protect themselves.

Fishermen's unions grew in both number and strength. A strike in 1928 brought the price of sockeye salmon to 70¢ per fish, with chub salmon at 15¢ per fish. But it was not until the 1940s that the union movement on the fishing industry became unified.<sup>79</sup> The Fishermen and Cannery Workers Industrial Union, created in 1933, gained little in their efforts to increase their share of the industry, blaming their failure to do so on the B.C. Fishermen's Protective Association. Over the following two seasons, the situation deteriorated further with a series of strikes marking the 1935 season. While the failures here served to point out the problems of disorganization and poor internal communication, instead of strengthening the unions' resolve, they only divided the workers more. With the workers so divided, the canners had little

about which to despair, however, gradually the unions came to terms among themselves.

In 1940, the Salmon Purse Seiners Union joined the United Fishermen's Federal Union, to be followed by the Pacific Coast Fishermen's Protective Association in 1944. With the enlisting of the Fish Cannery, Reduction Plant, and Allied Workers Union in 1945, the United Fishermen and Allied Workers' Union came into being.<sup>80</sup> To the present some of the smaller fishermen's groups remain outside of the UFAWU, although, it is, by far, the most powerful of the fishermen's organizations.

Like the canneries and their workers in this period, the industry as a whole underwent some changes in supervision, and experienced some problems as well. The British Columbia fishing industry's 60th year, 1920, was marked by the acceptance of a proposal by the Provincial Commissioner of Fisheries, William Sloan, which called for the provincial government to assume control of the fishing operation from the catching of the fish to the shipment of the final product. The federal government, however, maintained control of the resource as well as certain other aspects of the industry with the responsibility of supervision shifting from the Department of Naval Affairs to the Department of Marine and Fisheries.

In 1922 the fishing industry underwent its tenth investigation. The Duff Commission was appointed to look into the reduced catch of 1921, a season which should have produced a much larger catch. Like many others that preceded and followed it, the Commission examined the impact of powerboats on the fishing, the balance of white and Oriental workers in the industry, and the general state of the resource. The Commission advised that powerboats be restricted to the southern fisheries, that there be a 40% reduction in the number of licences granted to non-Caucasian and non-Indian fishermen, and that a permanent advisory commission be established to regulate fishing in the waters shared by Canada and the United States.<sup>81</sup>

With the Depression came a decline in the market, but an increase in the number of fishermen, as men displaced from work elsewhere came to fishing in search of subsistence. Canneries operating on a marginal basis were shut down in these years of retrenchment, for while the fish ran as always, the capital to maintain the canneries to process them diminished. Through pressure to

have Canada qualify for Britain's preferential tariff and subsidies on freight charges, government support helped to carry the industry through these years, and by 1939, a new market, generated by the Second World War, had been found to revive business.

Canned salmon became a staple of servicemen's diets, because of both its high protein content, and its portability and preservability. Still, despite the renewed demand for the product, there were many sources of discontent among workers, fishermen, and canners. Boundary disputes with the Americans, debates over legislative and administrative prerogatives, disputes over salaries, prices, and working conditions, and competition for fishing licences continued to characterize the industry. Governmental commissions dealt with all of these issues, making suggestions and legislating changes for one or many seasons to apply between federal and provincial jurisdictions as well as between Canada and the United States.

In 1945, as signs of the changing times in the fishing industry, the traditional six o'clock gun which signalled the start of each fishing period was discontinued, and the Chinese system of contract labour was abolished.<sup>82</sup> With fewer operational canneries, but larger operational packs, the industry was consolidating and growing in new directions. The largest of the conglomerates, B.C. Packers Ltd., was purchased in the 1960s by an even larger enterprise, George Weston Ltd. Similarly, the union which represented the fishermen and cannery workers grew to the powerful stature we know today. Although the lightship which once stood at the entrance to the river at Garry Point has gone, fishing on the Fraser River now has many guardians to direct the way toward the harbour and back again into the salmon channels, and still the salmon run. In the words of Bruce Hutchison,

*But the real force in the river, the force that antedates man's coming and perhaps man's life on earth, is the instinct of a creature which lives its allotted span to the day, arranges its succession, and quietly dies. Here is no confusion of aim, no doubt, no complaint, regret or fear. The cycle of life and death, and life again, is unbroken, unchangeable, inscrutable, perfect. And the mystery within the salmon is beyond the grasp or guess of the superior animal called man.*<sup>83</sup>

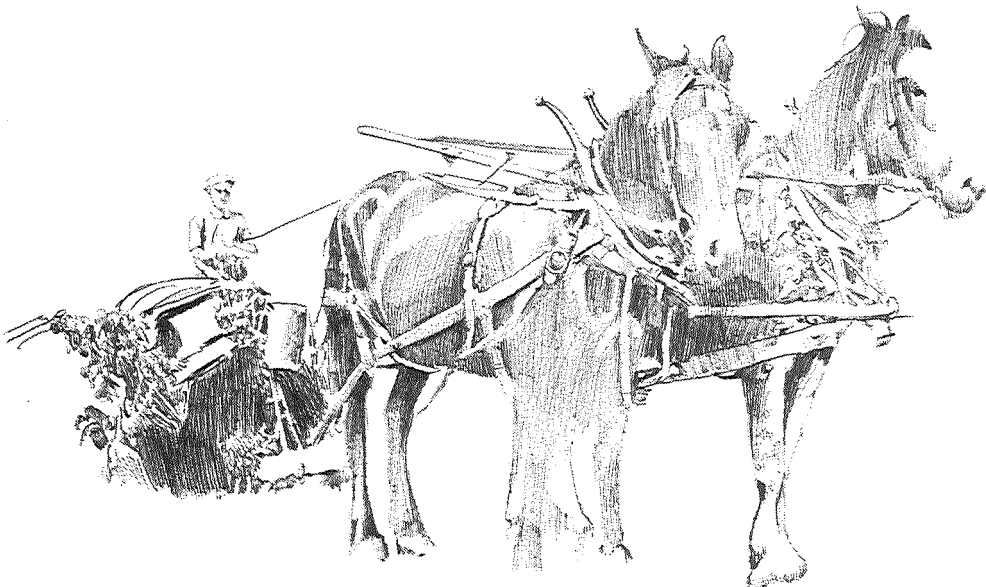


# Harvesting the Land

“Even with comparatively careless cultivation enormous yields are realized and an accurate statement of what the land will do in this respect, would sound like romance”. So reads the description of Richmond municipality in the *British Columbia Directory* for 1882-83. Richmond’s population had not reached 200 and still the reporter was able to comment, “Perhaps no district in British Columbia has been more uniformly or steadily prosperous than this”.<sup>1</sup> In 1882 the yield from Sam Brighthouse’s property on Lulu Island was 75 bushels of oats, 50 bushels of wheat, and 3½ tons of hay per acre. By 1903, 6,907 acres of the 12,897 privately owned acres on Lulu and Sea Islands were under cultivation.

Richmond’s first farmer was Hugh McRoberts. Within five years of his settlement on Sea Island the yield from his fruit trees had received high praise from the *British Columbian* newspaper. The apple, pear and plum trees which grew on Richmond View bore prodigious fruit which McRoberts sold to markets in New Westminster. The land in which these trees grew was fertile. The Geological Survey of Canada states, “The alluvial and delta soils are mostly clay loam, or silty clay loam soils, but some clay soils occur. They are characterised by an abundance of organic matter, both in the surface soil and in the sub-soil, which together, with their fine-grained character, render them very fertile. Their good water-holding capacity, and the nearness to the surface of the ground water, causes them to be highly productive even in exceptionally dry seasons”.<sup>2</sup> If the land could be cleared, it could be cultivated.

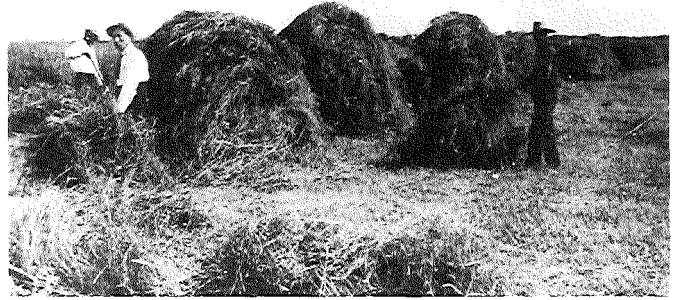
Clearing the land could be, in the words of one farmer, “an herculean task”. Although the islands of Richmond were never heavily forested, removing groves of trees and clearing the underbrush was often a long and arduous task. Men with saws and scythes were the only “equipment” available (in Richmond’s first decades) to cut



and haul away the spruce, cedar and cottonwood trees which grew in most parts of the islands. Some settlers even tried to clear trees by fire but that practice weakened the top soil leaving it low in productivity. Fortunately it was only attempted for smaller trees such as willow, hard hack and crabapple.

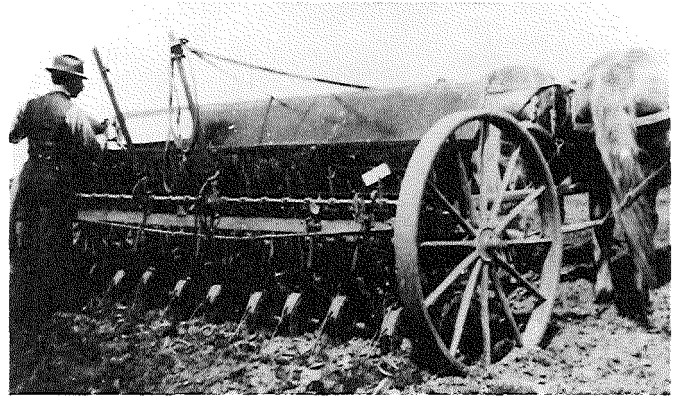
Even before the land was cleared and made ready for cultivation ditches were built around all properties and dykes were constructed along riverfront properties. With so much of the land lying within six feet of sea level, no farmer could risk losing his crops in heavy rains or floods. It is not surprising that in the early days a large number of requests before the municipal council were for assistance, both financial and physical, in building dykes and drainage ditches on their properties.

With adequate drainage facilities, the land was ready for plowing and discing in the spring. At first, plowing was done by oxen whose split hooves could walk on the wet ground, and later by three-horse gang plows or two-horse teams on single-furrow plows. Clydesdale and Suffolk Ranch horses were commonly used for draught or heavy farm work. Directing the teams were sturdy farmers who would walk up to twenty miles in a day. Discing followed to break up the sod, after



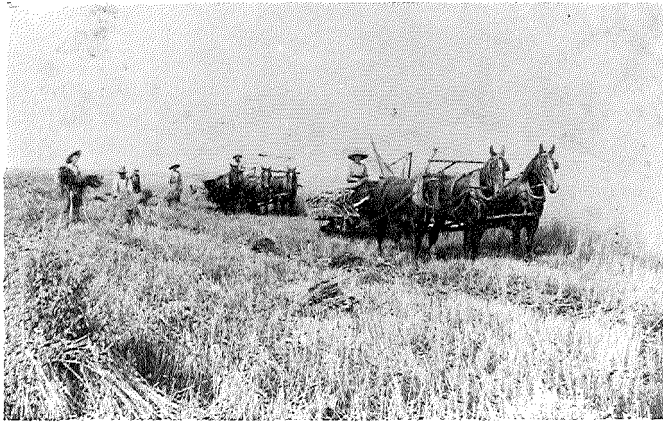
204. Haying in formal attire.

205. An early seeding operation.



206. Team with binder on the McBurney farm.





207. Harvesting oats on the David Thompson farm, Terra Nova, 1898.

which the scratch harrow broke up the lumps and leveled off the ground for seeding. Early in Richmond's history hand seeding was replaced by seed drills which sow the seed into the ground to the required depth. After sowing, a horse-drawn roller broke down the soil to make the seed bed level. The most common crops were hay, oats, barley, clover seed and timothy grass. Red and alsike clover were used for feeding cattle; timothy grass for horses.<sup>3</sup>

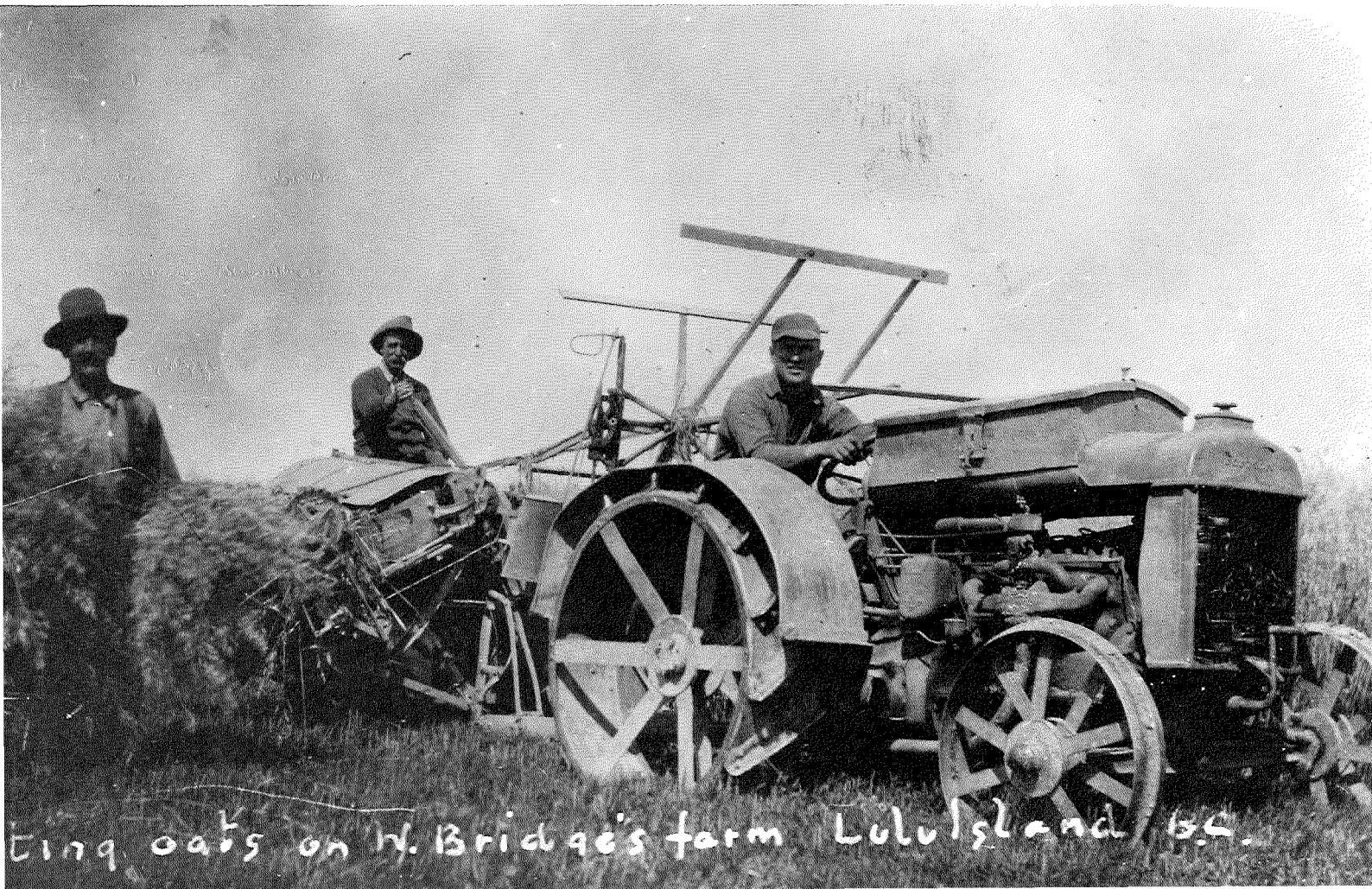
To prevent the growth of fungus and reduce

susceptibility to disease, some seed varieties such as oats, required treatment by bluestone or formaldehyde. In 1892 seven pests including potato blight, caterpillars, aphids, bot flies, gad flies, mosquitoes and scotch thistles were reported to be destroying crops. In that year farmers were also plagued by a large rainfall which drowned many crops.

Harvesting, which usually began in the middle of August, was at first done by scythe and flail. However that was replaced by the grain binder drawn by a team of horses. A reel pressed the grain over a six foot wide knife onto a canvas with wooden slats which carried the cut grain upward through a packing compartment. The machine automatically tied the sheaves and discharged them from the binder. Twelve or more sheaves made a stook. The stooks were left five days to a week to allow the stalks and grain to air and dry before threshing.

Threshing was done by a threshing machine with the assistance of a steam engine and a water tank. Sheaves were fed by hand onto a conveyor belt attached to the threshing machine which separated the grain from the stalk. When a blower and self-feeder attachment were added to the separator, manual feeding of the straw was made

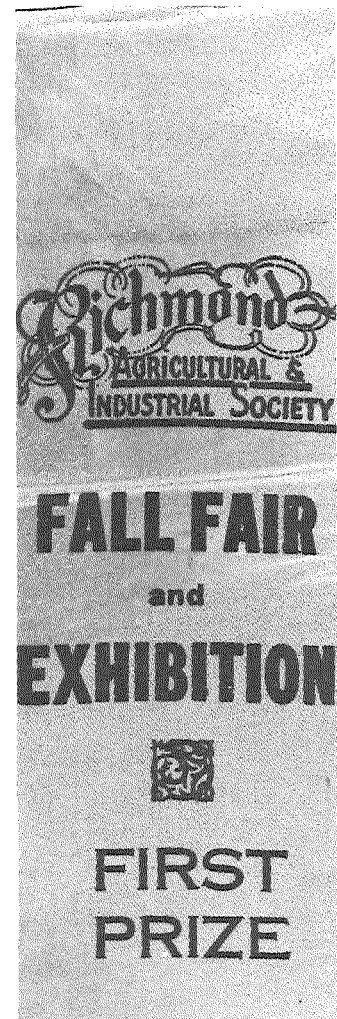
208. Cutting oats on the Bridge farm.



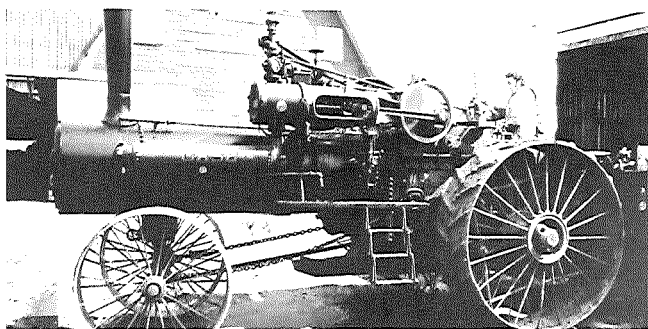
Cutting oats on H. Bridge's farm Lulu Island B.C.



209. The New Westminster Exhibition Hall where Richmond farmers displayed their produce.



210



211. A rejuvenated steam engine on the Savage farm.

212. Jack Cook's threshing crew.



easier and straw could be blown into a pile away from the machine. However there was much work which could not be done by machine. Most threshing crews included an engineer to operate the steam engine, a man at the water tank, a man to operate the separator, two jiggers to ensure the sacks were completely filled with grain, a sack sewer and a buckler to pile the sacks, and two or three pitchers to load the wagons. The earliest threshing machinery was brought from Westham Island by Harry Trim and Joe Tamboline. Threshing took anywhere from a few days to several weeks.

Later owners and operators of threshing machines included James McMyn, John Savage, Randall May, Sam and Cap Gilmore, Dave Webster, Robert Grant, Max McNair, E.H. Herbert, Myron Wowk, Paul Bane, R.P. Ketcheson, Jack Cook, Gus Grauer, Jim Erskine, Harold Steves and Jack Hoggard. Many served on one or several threshing crews and shared their machinery. Steam threshers eventually gave way to machines hooked up to gas tractors and finally to combines. Among the early combine owners were E.H. Herbert, Cap Gilmore, Randall May, John Savage, Melburn Mitchell and Richard Laing.<sup>4</sup>



213. Richmond's 1906 entry in the New Westminster Provincial Fair.

Despite the obstacles faced by early Richmond settlers, the products of their labour were bountiful. The average crop of timothy grass planted by Hugh Boyd and Alexander Kilgour yielded  $3\frac{1}{2}$  tons per acre. At a price of \$15.00 per ton, Boyd and Kilgour's income from timothy grass was \$682.50 a year or \$7,507.50 from one seeding. It is interesting to note that, in addition to the \$682.50 Boyd and Kilgour earned in 1882 for timothy grass they received \$700.00 for their twenty-two tons of barley.<sup>5</sup> They also earned quite handsome profits for their oats and Belgian white carrots crop. Indeed, in 1887 Hugh Boyd was awarded a medal for the best wheat grown in the British Empire. Since the time of Hugh Boyd many other Richmond farmers have been honoured for their superior agricultural production.

The earliest opportunity Richmond residents had to exhibit their produce in competition was at the agricultural fairs sponsored by the Richmond Agricultural Society. Farmers brought a display of their finest fruit, vegetables and grains to the agricultural hall on Lulu Island to enter in a variety of competitions. However, for reasons which remain unclear, the fairs were not successful although the society was a strong and helpful group in the farm-

ing community. Richmond farmers did participate enthusiastically, though, in the more successful Provincial Fairs held at New Westminster each summer. There the competition was stiff but more often than not Richmond was fit for the challenge. Entries ranged from nuts and apples to corn, grasses and honey. Women entered competitions in canned fruit, baking and sewing. As early as 1906 a Richmond display won third prize in the competition among the municipalities for the best produce and most attractive display. Many displays, particularly those entered by Frederick Tomsett and George Porter, brought the top prize, the Dewar Shield, home to Richmond. Three years in a row from 1919 to 1921 the shield resided in Richmond. At the Vancouver Exhibition, Richmond also won the top prize, the Walker House Trophy, for the years 1919-1921. In 1921 and 1923 Richmond's exhibits won the J.W. Tolmie Cup at the Victoria Exhibition.<sup>6</sup>

Competitions like the New Westminster Fair and the Vancouver Exhibition demonstrated not only the high quality but also the great range of Richmond produce. Agriculture on the delta was by no means limited to grain and forage crops. Berry, vegetable and fruit growing as well as dairy-





214. Ted Mort inspecting his strawberry crop.

ing have also been very important elements of Richmond's agriculture.

The many faceted berry growing business in Richmond has brought to the municipality high praise and profits; strawberries, blueberries, raspberries, loganberries and cranberries grown on the delta have been sold to wineries, jam factories, canneries and directly to market. Richmond has long held the title of cranberry capital of North America, blueberry capital of British Columbia and to all who live in the lower mainland there is no other place to buy the delicious berries of summer.

The cultivation of strawberries, on Lulu Island particularly, dates back to the turn of the century although strawberry growing began on a large scale in 1916 by Herbert W. McKim. Mr. McKim, with his two brothers, Archie and Ernest (Curly) established Berrydale Farms nine years later. The farm grew from ten acres to two hundred and ninety with thirty-four devoted to strawberries and eleven to raspberries. Following the lead of the McKim brothers, Gordon McKay began strawberry farming in the 30s and joining him in the 1950s were the May families, R.H. Maddocks of Twin Hollies, A.E. Mort, Myron Wowk, the Savage families, E.H. Herbert, the Featherstones, and the Tonoskis.<sup>7</sup>

Strawberry growing, although profitable, may also be quite risky. Rain to nurture the plants in spring and days of warm sunshine to ripen the fruit in late May and early June, no late frosts and the absence of disease are all essential requirements for a good strawberry crop. However the weather of the delta has been an unpredictable factor since the first harvest to the crops of today, diseases such as Red Stele have been controlled but not eradicated, and new strains of insects bearing new diseases are a constant threat. The rising costs for labour, fertilizer and machines were and are plaguing strawberry growers.

In 1903, the work was no easier, students were hired to haul strawberries into Vancouver, loading one hundred crates containing twenty boxes of

berries onto a wagon every morning at 5 o'clock. The return trip to a livery stable near Georgia and Granville Streets would take seven hours, permitting the driver to arrive home for lunch. In the afternoon more crates were loaded onto the wagon and sent off to Woodward's Landing where a sternwheeler would transport them to Ladner. After supper a load was made ready for Steveston. One driver, Herbert Marrington recalls the crowds which awaited his arrival at Hunt's Store. From the back of the wagon Mr. Marrington sold his berries at the rate of twelve boxes for a dollar. After his load was sold, both horses and driver returned home for a good night's rest before the next early run.<sup>8</sup>

Strawberries are still picked by hand and sold independently to markets on the lower mainland. However the costs of this labour have risen forcing some farmers to open their fields to all who wish to pick their own. And many berries are sold to wineries which require less careful handling. For wine, strawberries are placed in a large bucket rather than a punnett or four pound box. The berries are then placed in a barrel and loaded onto trailer trucks driven to local plants or in years past sent by barge to Growers Winery of Victoria.

Raspberries suffer from the same problems of weather, disease and labour costs. However, they have never formed as large a portion of the booming berry business as strawberries. Many of Richmond's raspberries have been sent to the Empress Jam Factory (in Burnaby) or sold by the roadside. And unfortunately, raspberries have never achieved the fame of strawberries whose harvesting was cause for great celebration. Church halls and the Orange hall in Steveston held strawberry teas in June to welcome summer, to visit with neighbours, and to salute the strawberry.

Blueberries require a different cultivation and harvesting. They are a sturdy berry able to grow on fringe peat areas or on land containing clay, and with fertilizer, blueberries will thrive on a peat base. Pollination is done by bees, rented by the growers. Today there are over one hundred propagated varieties but Lulabelle, Bluecrop (for size) and Rancocos (for pie quality) predominate. The bushes which grow to a height of seven feet mature and ripen in July and will keep producing until October if there is no frost. The harvesting is done by hand pickers who stretch and bend around the bushes to find the berries and drop them into a can strung over their shoulders. Following the hand-pickers on some farms is a vibrating machine which agitates the bush, loosening and dropping the berries into a canopy beneath the bush. Once picked, the berries are cleaned by hand or run through hoppers onto a belt at the British Columbia Blueberry Co-operative. The berries are then frozen or sold by the side of the road.



Like all farmers, blueberry growers suffer from the ravages of poor weather and disease; the root weevil and the mummyberry fungus are of particular concern. While aerial spraying is avoided, fertilizers with a high nitrogen content, such as chicken manure and weed killer are commonly used. Other bothersome pests, which can ruin a crop, are starlings and robins. To scare the birds, growers often install small Zohm guns in the fields, which fire automatically (without ammunition). Of course, scarecrows and wandering bantam chickens can achieve the desired results as well.

The blueberry growing industry is organized and controlled by the North American Blueberry Council and the British Columbia Blueberry Co-operative. Most growers are members of the former but not necessarily the latter. The Council offers information on blueberry growing across the continent, on the weather, crop expectations, price changes and general market conditions. The Co-operative co-ordinates the sale and shipment of berries locally and to the United States and beyond, as far as Australia.<sup>9</sup>

Another berry which thrives on the peat bogs of east Richmond is the cranberry. One group which became very involved in cranberries was the Arthur Smith family, who moved to Richmond in the 1920s. While cranberries are native to the peat bog area, with cuttings of the McFarland or Oregon cranberry Mr. Smith found he could raise a larger and hardier crop of berries. The cranberry ripens in late September and must be picked before the first heavy frost, although sprinkling systems are now used to spray the fields to prevent the frost kill when the temperature drops. Handpicking will bring in 75 to 85 pounds a day, but with the use of a vacuum picker, developed by Smith himself, 250 to 300 pounds could be harvested in a day. One acre yields approximately one ton of cranberries.<sup>10</sup>

Joining Arthur Smith in the 1940s were Elmer Carncross and Jack Bell. To help him develop his cranberry farm, Carncross invited three Americans, Jim Thomas, Fred Shaw and Norman Holmes, to come west. In 1960 the three Americans formed their own company, which operated independently for eight years at which time the company was sold to Western Peat Ltd. Norman Holmes, however, left Western Peat after the changeover, to join the Columbia Cranberry Co. owned by Mr. John Savage, his sons Arthur, Douglas and Jack, Mr. H.R. May and his sons and Dr. John Mehl of New Westminster. On No. 7 Road another cranberry company, Lulu Farms, evolved out of the Lulu Island Peat Company. Lulu Farms is now part of the May Bros. Farms.

There are two primary methods for harvesting cranberries, wet and dry. For dry harvesting, new techniques based on the same principle as the vac-

uum picker have been developed. Instead of the vacuum picker, which is used for both wet and dry harvesting, a larger, three-horsepower combing-type machine is now used. The machine, which may be operated by one man, combs the berries into a large sack, which, in turn, is dumped into a large plywood crate to be lifted from the field by helicopter thus avoiding any damage to the fields and berries. In the other method, flood harvesting, the field is flooded to a depth of one foot, and then vehicles knock the berries loose and, using long boom sticks, float them toward one section of the field where they are then raised into a truck. Most companies use one harvesting method or the other, although some, such as Lulu Farms, use both.

From the fields the cranberries are taken to the Ocean Spray Co-operative where they are dried, cleaned and packed for shipping to wholesalers and processing companies. To protect prices, The Cranberry Marketing Board, established in 1968, determines yearly production levels and gives each cranberry grower a quota, averaged on the highest production over several years. In Richmond a handful of cranberry growers supply 90% of total Canadian production, with the remaining 10% supplied by the smaller cranberry farms in Richmond, Pitt Meadows, Quebec and Ontario. In 1967 B.C. land for cranberry growing totalled 530 acres and yielded 2.7 million pounds of berries. By 1976 this total had grown to 954 acres, yielding 14.2 million pounds of cranberries, and by 1978 the yield had risen to 14.75 million pounds.<sup>11</sup>

The same peat which provides the good growing environment for berries has been found to be useful in many independent products as well including insulation, deodorant, chicken litter, stock feed, and packing sheets, and it is used as a refining agent in the manufacturing of magnesium. Its acid content and absorbency have made it a ver-

216. Flood harvesting of cranberries.





217. Rows upon rows of blueberry bushes.

219. A blueberry harvester on the Gaskin Farm.



221. More pickers.

The pride of Richmond - the Lulabelle blueberry. 222.



218. Arthur Smith demonstrating his cranberry vacuum pickers.

220. A gathering of young blueberry pickers.



223. Handpicking cranberries, Smith farm.

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224. Workers at Western Peat Co. Joining them are the "Rhythm Pals" - Mike, Mark, and Jack.



225. Steveston farmer making a delivery to Dominion Canners Ltd.

satile resource. During the Second World War, to reduce the strain on fossil fuel supplies, peat was considered as an alternative source of energy. Its by-products include coal tar, pitch, paraffin and several organic chemicals. The mull or dust, a residue of manufacturing, can be used as stock feed when mixed with molasses.

In recent times, peat from Richmond's bog has supplied nearly one half of Canada's production. The bog covers nearly one-third of Lulu Island, from Queensborough at its eastern end to No. 4 Road, bounded on the north by the Fraser River and on the south, by Steveston Highway. The depth of the bog varies considerably, from a thin layer to several feet with the deepest area located about two miles east of Woodward's Landing.

Formed in layers as marsh plants die, humify and decay, peat varies according to its moss content, sphagnum being the most absorbent, and some Lulu Island peat is 100% sphagnum. For many years, processing involved cutting the peat into large blocks which were allowed to dry in the air and then shredded, screened and pressed into bales. Now, after being loosened by scratch harrows and left to dry on the surface the peat is gathered by large vacuum cleaners.

Despite peat's many industrial uses, it has often been considered a nuisance, as farmers harvested their own peat in an effort to reclaim land suitable for cultivation. Indeed, before its real value was known peat was burned to remove it from the valuable soil beneath. Today fires in the peat bog are much feared, for after a spectacular flare of flames from the dry surface layers, the fire burns deep into the ground, smouldering for days, and, once started, the fire may stretch for miles as the builders of roads and railways are aware. The Canadian National Railway was persistently frustrated by the burning of ties caused by peat fires spreading beneath the ground. To all who have lived in Richmond for some years the blue haze and sweet air of the peat fires are as familiar as

the delta fogs for which the peat bog is also responsible. Unlike the air over the rest of the island, the air sitting above the soggy peat marsh remains cold and condenses as it meets the warmer air, forming a blanket of fog. With the continued development of Lulu Island the occurrence of fog is not as frequent as the peat bog has receded and buildings in the area reduce the amount of cold air.

In recent years the peat industry has declined with fiberglass replacing peat as an insulator and styrofoam becoming the major packing material. Plans for making peat into a fuel were never realized and manufacturers discovered that they could refine magnesium without its use. Also, harvesting and repeated fires, along with encroaching residential and industrial development, have reduced the supply of peat.<sup>12</sup>

In the 1930s it was not the cranberry, blueberry or strawberry but rather the loganberry which seemed destined to become the premier export of Richmond. At that time two loganberry growers discovered the potential of making wine from the berries. The discovery was made just as loganberries had dropped to one cent per pound. Both wineries, McKinney's and Rathbun's were on Lulu Island. Of the two McKinney's was the larger, producing "Myrtina" wine, (so named for his wife "Teenie" and sister Myrtle). The plant had three buildings, the first holding from 2,000 - 3,000 barrels, the second, a bottling plant and the third for general expansion and as much as 100,000 gallons could be stored at the farm before shipping. Myrtina was sold as far east as Saskatchewan.

Rathbun's winery on Blundell Road was smaller and served the markets of the lower mainland. Before Mr. Rathbun set up his winery he produced loganberry juice. The business of making wine, however, was shortlived as the winters of Richmond were too harsh. Even a light frost or snowfall could kill the harvest. The Rathbuns also suffered a fire in the winery in 1933.<sup>13</sup>

In addition to the numerous large farms easily



226 .The well known Hong Wo "living in harmony" store on the dyke near Steveston. The store and adjacent buildings were burned down in the summer of 1977.



227. Phyllis Marrington at the Marrington No. 5 Road fruit and vegetable stand.

associated with berrygrowing in Richmond, the Richmond Berry Growers' Association, a group representing fifty-five farmers, was organized in the 1930s in Steveston. The Association represented the Japanese farmers and was led by President Chugi Kawase, Vice-President Masajino Nishio and Manager-Director Teiichiro Kato.

In 1941 the Association's report stated that of the 322 acres cultivated (212 acres were owned by members) 122 $\frac{1}{4}$  acres were devoted to berry growing and 225  $\frac{3}{7}$  acres were for vegetable crops. Divided by type of berry, the crop of 1941 was as follows: strawberries, 2,514 crates; raspberries, 163 crates; loganberries, 95 crates; boysenberries, 10 crates; black currants and red currants, 1 crate each. The relative acreage devoted to those crops ranged from 69  $\frac{13}{14}$  acres of strawberries to 12 $\frac{1}{2}$  acres of raspberries and one acre of boysenberries. Vegetable cultivation for that year ranged from 59  $\frac{3}{7}$  acres of cabbages to 22 acres of beans and  $\frac{1}{4}$  acre each of beets and broccoli. The Association report which was published in 1942 told its readers, "We Japanese-Canadian farmers realize that we have the role of producers of the food of life for mankind. This is all the more reason to produce crops, which we can offer to Canada, and there is more. We can restore good relations with the government. The demand for farm products is very great, at present and in the future, partly because of the war. Also because of the war, assemblies (of Japanese) have been forbidden, and the next regular meeting of this association is cancelled."<sup>14</sup>

Berrygrowing, thus, has been an important industry to Richmond in terms of acreage, production, and income. However, it has not comprised the whole of Richmond's fruitgrowing industry. While not on the scale of berrygrowing, pears (Bartletts and Clapps), plums, (Bradshaw, Yellow Egg, and Pond's) apples (Baldwin, Ben Davis, Greening and Duchess of Oldenburg) and cherries have also formed part of Richmond's fruit production. Although cultivated more for home and local

consumption, these fruits were sold in markets at New Westminster and Vancouver and many fine specimens were exhibited at the Provincial Fair.

Farmers cultivating fruit and berry crops often grew vegetable crops such as potatoes, tomatoes (Advance, Vendor), carrots (Oxheart, Large White), lettuce, onions (Yellow Danver) and cabbages. They were and are grown for local markets on the lower mainland and for freezing, canning and shipping to more distant markets. Two of the major canning companies served by Richmond's vegetable farmers were Broder's Canneries and Canadian Cannery.

One group organized to serve vegetable growers was the Columbia Potato Growers' Association, founded in 1933 by Cline Hoggard, John Savage, Matthew McNair, Reg Maddocks, Robert Cheyne (of Victoria) and the President, Les Gilmore. The aim of the group was fivefold: to increase the yield per acre; to increase the quality of potatoes; to obtain a uniformity in type; to establish a better demand for the product and to make the industry more profitable. By all accounts members were successful in meeting those aims, particularly Leslie Gilmore who, in 1944, harvested 900 bushels per acre of "Netted Gem" potatoes, the highest yield per acre in Canada. So significant was Mr. Gilmore's achievement that it became the subject of a broadcast on the British Broadcasting Corporation in which the reporter, Fergus Mutrie, described the farming methods which produced such a prodigious harvest.<sup>15</sup> The Netted Gem variety described elsewhere as "temperamental" was one of the varieties most commonly grown in Richmond, including Warba, Early Epicure, Fundy, Kenebec, Norgold, and Pontiac. Norchip is a more recent addition to that list.

The association has served its members well. Amongst its accomplishments has been the discovery of a mixture of chemicals to prevent blight on potato leaves and insect damage. The discovery is credited to Sam Gilmore who spent eighteen



228. Members of the Columbia Potato Growers Association out for a field day in 1935.

229. Potato pickers on the Mort farm.



230. Eight tons of clover seed off to be fanned.



years experimenting with various liquid chemicals. When the association celebrated its fortieth anniversary in 1973, potatoes were selling for \$200.00 a ton.<sup>16</sup>

The B.C. Coast Vegetable Marketing Board, headed by A. Swenson, was established in 1935 to guarantee a fair, universal price for various vegetables to all growers. After elections later in 1935, Leslie Gilmore served as chairman of the four member board. Members on the Board are elected for terms of two years to represent three separate districts, and one member represents the processing crop growers. Richmond's first delegate was A.W. McKim and Mr. Gilmore's brother, Ed, served as secretary to the board for twenty-one years, from 1953 to 1975 (he did not serve in 1967). Leslie Gilmore was chairman of the board in 1936 and from 1940 to 1953. Another Richmond farmer, Gilbert Blair who later became mayor, served as a member of the board from 1962 to 1973, the last six years as chairman.

The need for such a marketing mechanism arose in the Depression when competition became a circus of price haggling, dumping and underbidding. One farmer who had to face those difficult times remembers, "If the farmer was fortunate to find a purchaser he might receive \$13.00 per ton for oats where he previously received \$40.00 per ton, \$8.00 per ton for hay where he normally received \$25.00 to \$30.00 per ton and \$12.00 per ton for potatoes for which he received up to \$50.00 in normal times". After farmers petitioned the provincial legislature, a Natural Products Marketing (B.C.) Act was passed which established the marketing board. The board's function was to remove the farmers' fears and also to permit the farmers to focus their attentions on production by establishing the market price and by assuming the tasks of processing and packaging the vegetables.

Eight years after the creation of the marketing board the B.C. Coast Vegetable Co-operative Association was formed following an investigation of marketing schemes by the Harper Commission. The association was to serve as the "one desk selling agency" for the marketing board on the lower mainland. The co-operative was therefore responsible for applying a uniform price to the produce of member farmers by a system of price pools and quotas and for ensuring the money-back policy on quality for consumers. The organization also provides washing, packing, packaging, storage facilities and marketing services for its members for the following crops: potatoes, carrots, cabbage, onions, parsnips, beets and turnips.

With the consolidation of many farms there has been a decline in membership in the vegetable co-operative from a peak of 670 members to 198 in recent years (Richmond members total 41) but the annual tonnage processed has continued to in-

crease. Total tonnage for 1975-76 was 62,440 tons with a sales value of \$7,485,686.00; the following year the totals were 70,439 tons for \$6,091,509.00 and in 1977-78 the figures read 80,022 tons with a sales value of \$7,179,134.00.<sup>17</sup>

Through its formative years, the board was not accepted by all growers in the area however. One who resisted the authority of the marketing board was farmer Chung Chuck who insisted on selling his potatoes independently. His resistance led to numerous confrontations with the Marketing Board, including a skirmish at the Fraser Street Bridge. The situation arose because Chung Chuck had been successful in getting an injunction against the Marketing Board not to interfere in his sales, but the Marketing Board resisted his efforts to take his produce to market. The confrontation between the board and Chung Chuck led to a scuffle resulting in the arrest of Chung Chuck, who was given a brief jail sentence for causing the disturbance.<sup>18</sup>

One facet of Richmond's agriculture over which the B.C. Coast Vegetable Marketing Board has not had control is the roadside stands which sell vegetables, fruit and flowers. Of the many farmers who have marketed at least a portion of their produce directly to consumers, one of Richmond's best known market gardens was Mylora Farms owned by John Harrison. Mylora Farms on No. 5 Road became known, not only for the variety of produce available, but also because its produce was organically grown. No pesticides or herbicides were used on the farm: instead, natural insect and plant decay enriched the soil. Also, to aid the growth of vegetables, Mr. Harrison planted several varieties in each row and permitted weeding by hand only. To demonstrate his faith in organic farming Mr. Harrison published his own book on the subject, "*Good Food Naturally*". However Mylora Farms was sold in the 1970s to make way for commercial and residential development.<sup>19</sup>

In her first century, in addition to the two wineries, Richmond also boasted a peanut farm and a daffodil farm. The peanut farm was operated by a Mrs. Kennedy at Terra Nova. Norman Schuurman's daffodil farm on McCallum Road sent to market 1,400 dozen daffodils in 1944. There was also a tulip farm on Finn Road and a water garden near Garden City Road. Also, like several farmers, the Steves family grew grapes and hops out on the sunny shores of Steveston at one time.

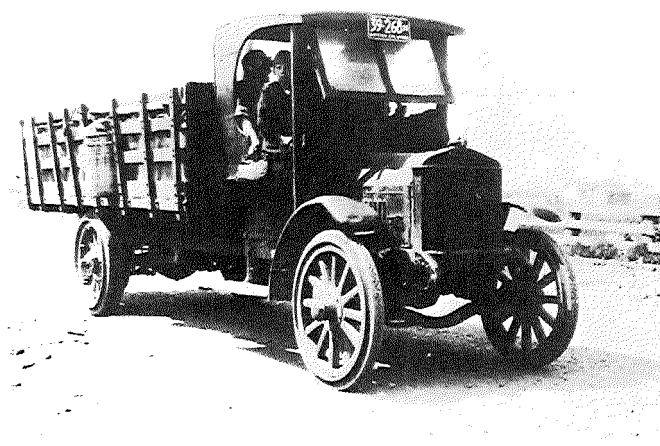
Not all of Richmond's produce is cultivated on the land, some is grown in greenhouses. The earliest of Richmond's greenhouses was the Porter and Tomsett Greenhouses owned by George and Annie Porter and one-time Reeve Frederick Tomsett. They began in 1911 by growing cucumbers and tomatoes, but later changed to the cultivation of flower bulbs. Joining the Porter and

Tomsett Greenhouses were the Airey Greenhouses owned by Frank Airey and located on Bridgeport Road. Other growers included Fred Jensen of Blundell Greenhouses and Ralph Fisher of Crestwood Farms who became very involved with United Flower Growing Co-operative Association, an organization which still holds auctions for cut flowers and plants several times a week for the florists, garden shops and stores in the Lower Mainland.<sup>20</sup> The Fraser Valley Greenhouse Association has also served greenhouse growers just as the Western Greenhouse Growers Co-operative Association has represented tomato and cucumber growers.

Richmond has become an agriculturally diversified municipality but no aspect has been of greater importance than dairying. As early as 1881 Manoh Steves imported, from Oregon, pure-bred Holstein cattle for his Steveston farm. Soon these cattle were receiving high honours and awards from agricultural contests from the New Westminster Provincial Fair to the 1909 Seattle World's Fair. Many other Richmond settlers followed in his path, raising cattle of the finest breed, and establishing dairies. From the earliest days of settlement on, dairying grew to become one of Richmond's foremost industries. The peak period of development and expansion was from 1920 to the Second World War. Many of the dairies which were established in this period were experimental, innovative, and profitable, but now have disappeared or been consolidated into large farms.

At the turn of the century milk produced by Richmond dairies was delivered to the Vancouver market by wagon. The milk was unpasteurized and efforts to prevent spoilage were often in vain. The trip from Richmond to Vancouver was long and in the summer very warm, which promoted germs and spoilage and often meant a wasted trip. Merchants complained that they were unable to sell milk which was spoiled or unclean, health of-

231. An early milk truck owned by Mr. Hawke of East Richmond.





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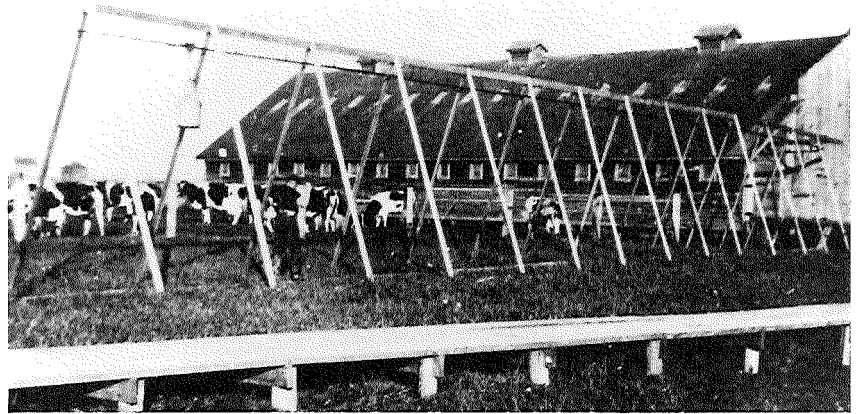
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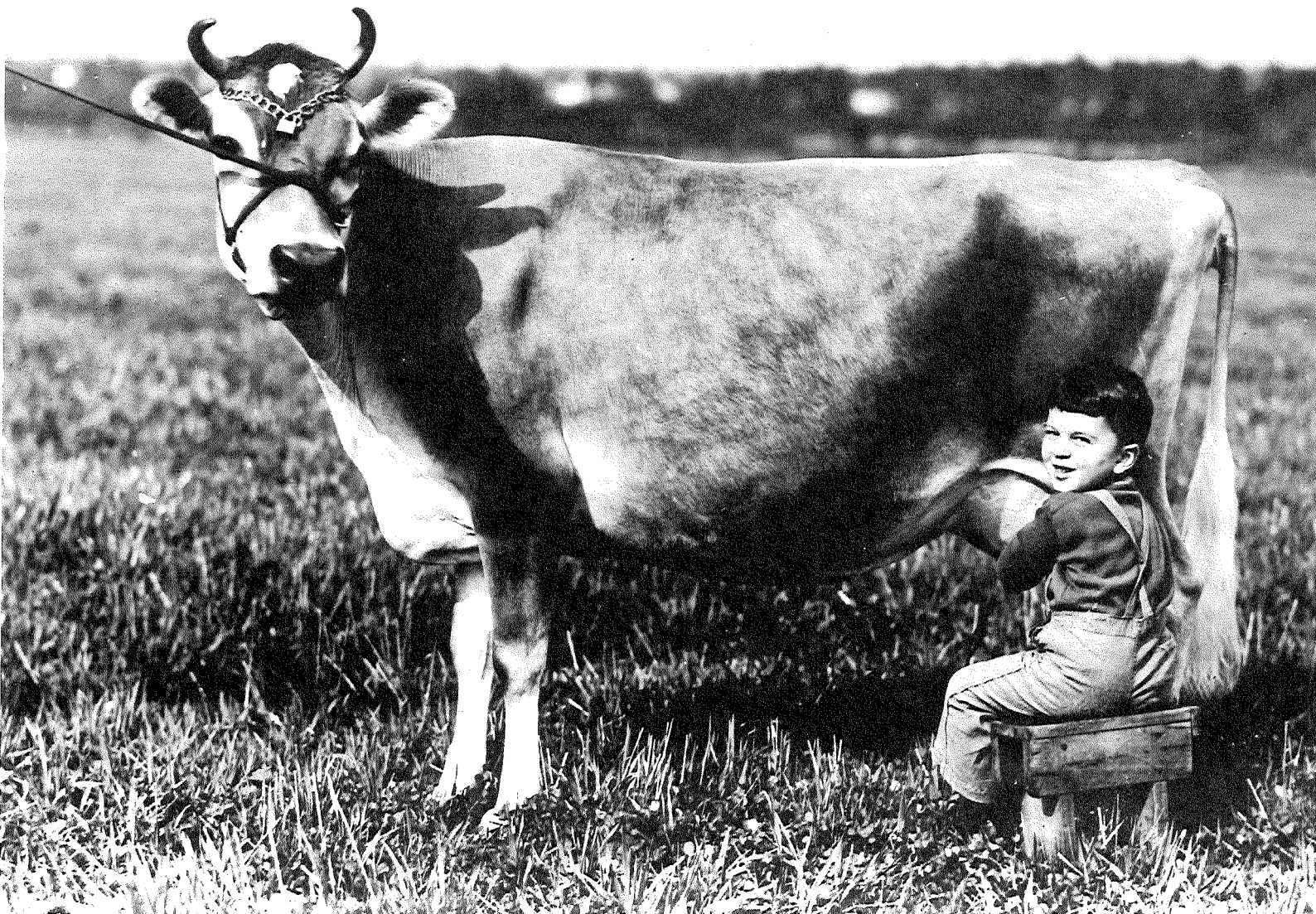


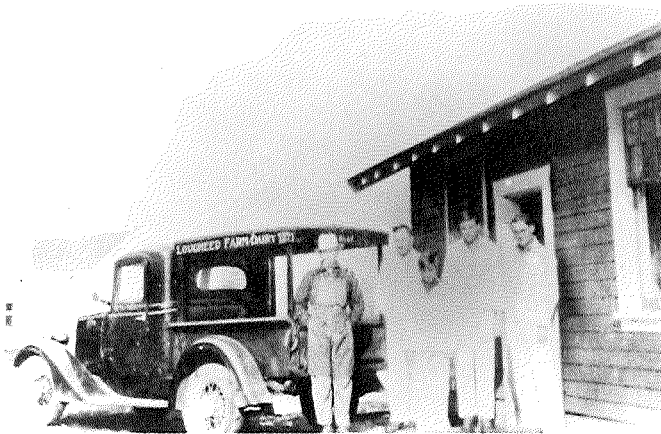
232. 233. The J.M. Steves dairy at Steveston.

ficers were concerned that the sale of unclean milk would spread disease, and the producers complained of the long trip to market and the unsafe and unfair practice of some dealers of adding water or preservatives to milk. The merchants, health officers and milk producers were all justified in their fears and complaints, which prompted the appointment of a milk commission in Vancouver in 1909, and the organization of the Fraser Valley Milk Producers' Association in 1913.

Members of the milk commission included medical officials who, with the co-operation of merchants and milk producers, inspected dairies, examined their milk and then graded it according to butterfat quantity. William Carvill Steves was Richmond's first dairy farmer to sell inspected milk. In 1913 a Milk Act was passed by the provincial legislature which allowed each municipality to set its own regulations for milk produced and sold within its bounds. In the same year the Milk Pro-

234. George Grauer milking Samaritan's Belle - the hard way.





235. Employees of the Loughheed Farm Dairy.

ducers' Association was organized to protect the interests of the producer by establishing orderly marketing practices. In short, "By co-operation . . . a farmers' association could take over the retail market and by reorganizing the delivery system cheapen the cost of milk to the consumer".<sup>21</sup> Three Richmond farmers, Donald E. McKay, George McClelland and J. B. McLean were among the original members of the association.<sup>22</sup>

After the passage of the Milk Act and the creation of the Milk Producers Association the dairying industry underwent vast changes in respect to new production methods, marketing structures and controlling bodies. In Richmond the industry blossomed and dairies proliferated. Among the dairies which sprang up across the municipality are the following: Arundel Dairy, Bath Dairy, Beecham, Brentwood (Arbutus), Brooksbank, Dayton's, Frasea, Gilmore, Holt, Lorenden, McKay's, McKim's, McMyn's, McNair's, May's, Mitchell's, Mrs. Murray's, Patricia, Queen's Own Dairy, Quilchena, Robinson's, Savage, Seabright (Doherty), Twigg Island, University Farm, Wark's, Wilfred, Wilmar and Wright's. Another, Cloverleaf, was located in Vancouver but its owners were Richmond dairy farmers.<sup>23</sup>

Over the years owners and managers of Richmond's dairies have changed. For example Arbutus Dairy became Brentwood Dairy when the Fish family bought it, and the Lorenden Dairy, originally owned by George Fentiman, was sold to Mr. Borehaven. Both of those dairies are no longer operating. However, what is more significant is the growth in production and the technical innovation which have occurred in the industry.

Richmond dairies have long been innovative, and their persistence in keeping to the forefront of technical advance has been the cornerstone of their success. The introduction of the milking machine speeded up milking and made the process more efficient. Gutter conveyors carried manure to a high storage place from which it was fed into a manure spreader, saving time and effort in an un-

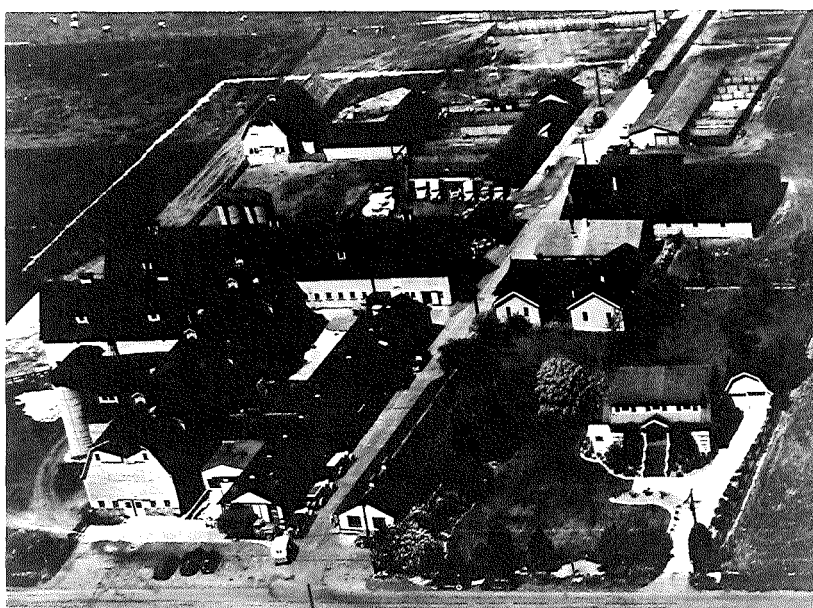


236. Frasea Farms employees - the milking men.

pleasant chore. Pits or bunkers are also used now instead of silos for feeding the cattle. Grass is cut when still green with a forage harvester, picked up by a silage cutter and blown into a truck which then unloads the feed into the bunker, packing it into a solid mass.

One of the most significant improvements in dairying has been the use of artificial insemination, removing the need for the farm bull. This new technique has been a blessing although, to some, it came too late. The McDonald family of Sea Island had already lost two of its members, Duncan and his son-in-law Fred May, to strong and stubborn bulls. In the improvement of facilities and methods, the constant updating of milking machinery and the increase in the use of sterilized equipment were of equal importance. One dairy whose trademark was cleanliness was the Brooksbank Dairy on Lulu Island. The owners, endeavouring to ensure the highest quality milk, hired a laboratory technician to inspect every bottle for possible spoilage or the presence of bacteria. All cows were mechanically milked in a scrupulously clean barn. The milk they produced sold for 10¢ a quart and is reported to have remained fresh for a week in only an ice cooler. Soon many dairies in Richmond boasted the same high standards and superior quality, although by today's standards even the most stringent regulations of earlier operations may seem to have been inadequate.

If the history of every dairy in the municipality cannot be discussed here, mention must still be made of the largest dairy in Richmond, Frasea Farms. The farm was established in 1922 by Jake Grauer. Jake Grauer, the son of early residents, Jacob and Marie Grauer transformed the operation of the family farm from a modest operation into an expansive, mechanized farm complex. In time Frasea Farms grew to include three hundred Holstein and two hundred Jersey cows. Holsteins were selected for their milk production while Jerseys were chosen for the high butter content of their milk. Up to three hundred Frasea cows were



237. An aerial view of the Frasea Farms complex on Sea Island. The Grauer home is in the foreground.

milked three times daily. The Grauer family received praise and honours for all aspects of their farm, including over six hundred trophies, badges and ribbons. The Grauer farm, however, was sold and the business liquidated when the Vancouver International Airport began a series of land expropriations to expand its operations, in 1954.<sup>24</sup> On Lulu Island, another prize winning dairy farmer was Leslie Gilmore who, at one time owned the largest herd of Holsteins in Canada.

Cattle have also been raised for beef. One of the larger feed lots in the municipality was Quilchena Farms, operated by the Keur family. At its busiest period four thousand to four thousand five hundred beef cattle were fattened and sent to the slaughter house yearly. On the May farms a mile away, two thousand cattle were processed each year. One thousand to fifteen hundred cattle would be fed at a time.

The Keurs, like other beef producers travelled to auctions to bid on cattle and to sell lot cattle to as far away as Kamloops and other ranching centres in the interior of the province. According to their initial size and weight animals required from 90 to 120 days to reach their final weight. The diet consisted of a variety of ingredients, including rolled barley, potatoes, molasses, concentrate, salt, minerals and chopped alfalfa hay. Cows raised for beef include Herefords and crossbreeds of Charolais, Angus and Holstein. Other Richmond farmers involved in beef cattle production were Nels Jensen and H.R. May and his sons. Gordon McKay and Jake Grauer and sons raised cattle for breeding, occasionally shipping them as far as Italy, Japan and South America.<sup>25</sup>

One of the most distinctive features of one of the large processors of beef cattle, Quilchena



238. A few of the trophies, banners and ribbons won by the Jersey and Holstein exhibits of Frasea Farms at fairs in Canada and the United States in a single year.

Farms, was its round barn. The twelve-sided, two-storey barn, built in 1893 when the property was part of the Ewen estate, holds one thousand tons of hay, and feeds one hundred cattle at one time. Although economical in space, the barn was not economical to construct, which may account for its uniqueness in the municipality.<sup>26</sup>

Raising cattle for beef is as risky as any farming. Weather was a large factor in cattle raising because it affected the growth of the forage crops. Also, if the winter was long and wet the animals had to be kept indoors, often causing a strain on barn space. Disease is also a major concern facing farmers; for the cattle farmer, it may result from the food given to the cattle or from infection spread between the cows. The cost of the cows, feed, barns, machinery, combined with the cost resulting from any losses caused by disease and fluctuations in market prices make the raising of beef cattle a challenge; if successful, however, the profits can be substantial.

Poultry farming and hog raising have not become major elements of Richmond agriculture but on many farms they have been important adjuncts to other pursuits. The Bissetts, who are now prime growers of blueberries, at one time devoted their energies to raising chickens. They had 25,000 but became discouraged by the myriad of regulations which governed this business. Among the birds on their farm were Leghorn, Houdan and Plymouth Rock, which were good egg producers.<sup>27</sup> Sheep farmers over the years have received their share of frustrations also, but theirs stem from an uncontrollable source: the weather. It seems that, ". . .



239. The Frasea Farms fleet of milk trucks.

sheep once soaked in their (Richmond's) long winter rains are slow drying out. They (the sheep) can stand cold weather but not wet, and must therefore be confined all winter in barns or become plastered in mud".<sup>28</sup> Diseases such as foot rot and black leg once a threat to sheep farming were replaced by labour shortages for shearing. While the sheep population may be unhappy in Richmond, the pig population (White Cheshires and Berkshires) is quite content with the rain and mud. During World War II the Grauers established a feeding programme for Grade A Yorkshire hogs to supply the British market.

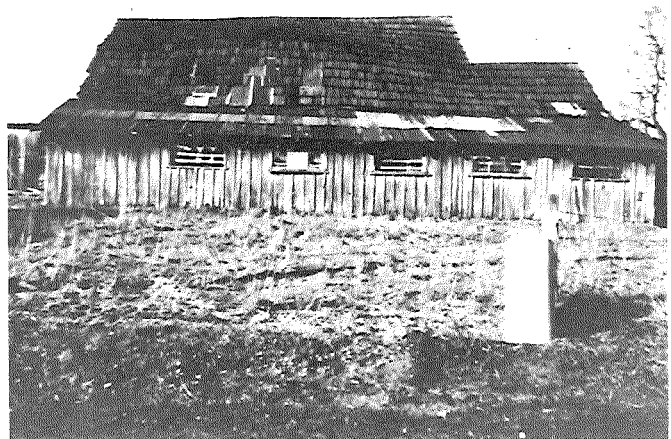
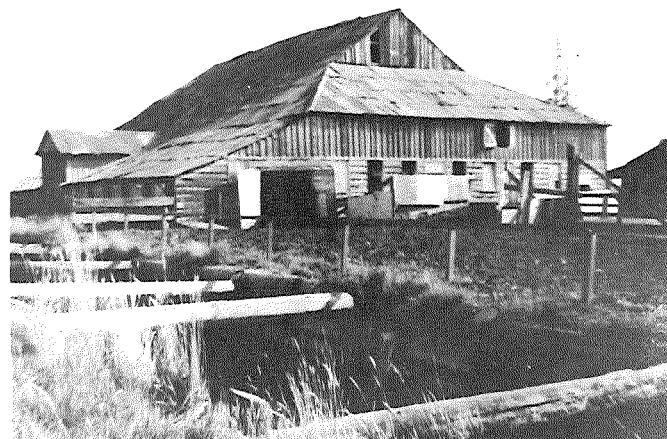
Of the other agricultural interests of Richmond one of the most important to the rest of the province was the tree seed extraction business operated by Gordon Roche and his brother Heber. The plant which was located on General Currie Road on Lulu Island processed Douglas fir, grand fir, lodgepole pine, Sitka spruce, Fraser River delta shore pine and hemlock.

A real market for a seed business arose during the Second World War when many of Europe's forests suffered from overcutting and forest officials became anxious to restore their resources as soon as possible. After investigating the resources of the British Columbia forest they made such large requests for coastal species that several new seed extractories were required to handle the business. One such extractory which expanded with the new contracts, was in Richmond and owned by Charles McFayden. Mr. McFayden's operation had been established after the Dominion Forest Service gave up seed extraction before the Second World War. Mr. Roche and his brother, Heber, bought the business in 1946, and assumed operations under the name of Forest Tree Seeds. Mr. Roche explains that cones are harvested and dried in a fan kiln first and then in a dry kiln to open the cones. Fir cones are then sent down a chute into a cone shaker to release the seeds into sacks. The seeds are then poured from the sacks into a hopper to give them a thorough mixing. They are also processed through a de-winger machine to clean the seeds. The seeds which are then packed into sacks may be stored from five to ten years. Before they are shipped they are tested for their ability to germinate and their purity.

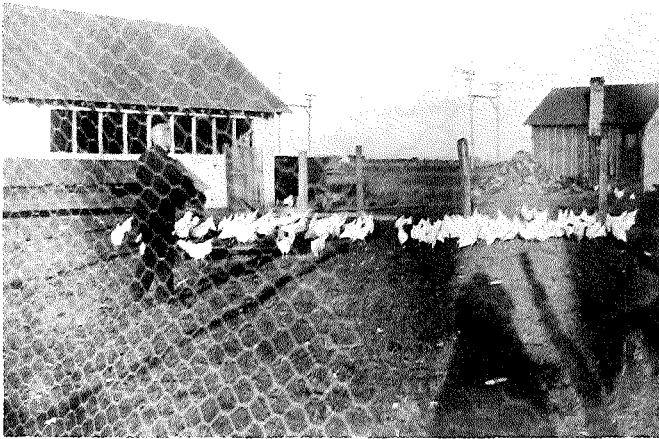
From a bushel of cones, approximately 72 pounds of seed may be extracted. From only 5 pounds of Douglas fir seeds there will be about 40,000-50,000 seeds. These seeds, when the business was established just after the war, were sold for \$8.00 to \$9.00 per pound. With the vast reforestation programmes underway across British Columbia and in Europe, return per pound on tree seeds has substantially increased, although the demand has substantially decreased.<sup>29</sup>

Raising seeds for vegetable crops has been an important element of Richmond's agriculture for many years. Before the turn of the century the Steves family had established a seed store which was operated with J.C. Forlong on No. 1 Road. Their seeds, for fruit and vegetables were shipped

240. Two of Richmond's aging barns - a sign of changing times. The Holt barn and Zellwegger barn.



241.



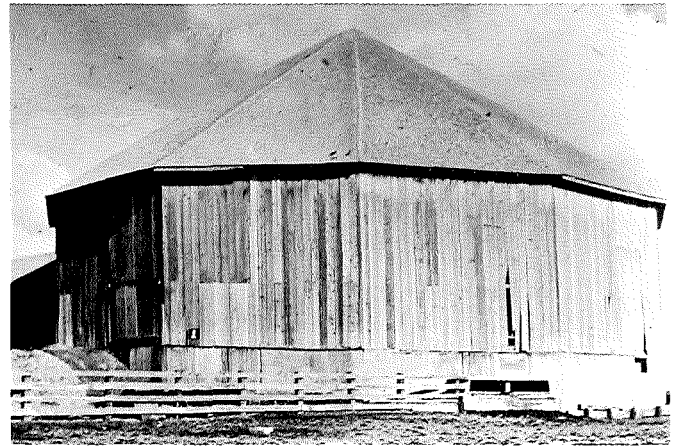
242. Eugene Greczmiel inspecting his chickens at his farm on the south arm.

across the country and beyond, earning praise for their high quality.

Among those seeds particularly valued were mangel seeds, Purple Top Swede seed, potato seeds, garden pea and sweet pea seeds. In 1926, the potential for the seed business still seemed great. One observer of British Columbia's development was led to comment, "It only remains for us to pay due regard to purity, to be careful in the matter of varieties and naming, and to make sure that we exclude disease, and we shall have a business which will be unique and highly profitable".<sup>30</sup> In more recent years Richmond-produced seeds have been grown and marketed through nurseries such as Lang's, Eddie's and Art Knapp's.

Another field of agriculture which has been important in Richmond's development is mink ranching. At one time there were twenty ranches in the area. On one of the larger ranches, the Nelson's, on Steveston Highway, eight hundred to one thousand mink were pelted each fall. The farm operated by Roy Minler, housed twelve thousand during the summer. Late in the 1960s prices for mink fell causing many formerly successful operations to close. With the changes in taste in clothing which occurred over the decade of the sixties and into the seventies, there is little chance that mink ranching will be revived.<sup>31</sup>

Agriculture has played a vital role in the development of Richmond. Its rich soils are ideal for the cultivation of many crops and the raising of animals. Always, it has been in competition with residential development for that land and most recently, it has been forced into competition with commercial and industrial development. This change has brought about the end of many farms, unable to pay the increasing taxes for that land they are forced to sell to larger farming firms or other



243. Keur barn.

types of land users. In some areas where a conflict between farming interests and business development has arisen the land has been rezoned. Other farmers have been forced out by the high cost of machinery and labour. For many Richmond farmers this has brought a change in their entire way of life.

Farming, however, remains a favoured profession on the delta. With new and efficient planting and harvesting methods the farmer's life is less difficult. Marketing Boards establish the price of produce, dairy products, eggs and poultry and provide processing and packaging services now which ease much of the farmer's work. Improved farming techniques and new methods of disease prevention have contributed to a rise in farm production despite a decrease in the total acreage devoted to farming. While, in retrospect, it may not sound like romance, the story of Richmond's agriculture gives credence to the comment from the 1882-83 British Columbia Directory which held that perhaps no district in British Columbia has been more uniformly or steadily prosperous than this! ④



244. Overlooking the large James Blair farm.

# Challenges to Growth: Depression and World War II

On July 22, 1931, the Vancouver International Airport on Sea Island was opened, linking the Pacific coast of Canada with nearly every nation in the world; but at the end of 1931 Vancouver reported 8,800 persons on relief and across Canada that year 471,000 people were out of work. The era of grand designs for industrialization and municipal growth had met a strong challenge: a world wide economic Depression.

In the opening months of the Depression after the stock market crash of 1929, there were few noticeable changes in the economic state of the municipality. Matters before municipal council were familiar; recurring breaks in water pipes, extension of roads, provision of health services, and the maintenance of bridges and other public works. Elected to oversee the municipality's growth was Rudolph Grauer. He was the son of Sea Island farmer and merchant, Jacob Grauer, and had not previously served on the municipal council, though he had been a member of the Richmond School Board.

By Grauer's third election, the Depression was in full swing. Plans for development were shelved, if not entirely abandoned. In 1932, the salaries of municipal employees, the reeve and council, were cut back by 10%. In the same year, municipal council was forced to ask the Richmond School Board to trim its budget by \$3,000.00 and to pare any excess estimates from the budget. Teachers' salaries were cut back by up to 33%.<sup>1</sup> The School Board, the following year, offered to further reduce the teachers' salaries as an austerity measure. Indeed, two teachers apparently offered their entire salaries to help combat financial stress in the schools.<sup>2</sup> And still there was a push to squeeze a few more pennies and dollars from the budget for essentials elsewhere.

Municipal funds were needed to maintain roads, street lights, dykes, ditches and drainage canals, to maintain a police force and to pay municipal employees; the demands on those funds increased annually. In 1932, a break in the dyke threatened to cost \$2,334.00 to repair; four years later the fire department reported \$1,043.22 was spent combatting bog fires and the health officer announced that \$1,587.00 would be required for Richmond to become a member of the Metropolitan Board of Health.<sup>3</sup> The auditor's report for 1934 had calculated a deficit of \$12,080.53. The extraordinary expenses of the succeeding years did little to reduce that figure. But in many cases, residents were less able to pay for those services through their taxes. The circle was ever more vicious, and municipal council was caught in the middle: unable to distribute funds for services to be extended to those unable to pay for them because it was unable to raise taxes from the same needy people. Even in such a financial bind, Richmond fared better through the depression than many municipalities and cities. North Vancouver District and Burnaby, two of Richmond's neighbours were forced to declare bankruptcy.<sup>4</sup>





245. Rudolph Grauer, merchant, lacrosse player, Kiwanian, Mason, Lion, Shriner, School Trustee, and Reeve.

As an agricultural community, Richmond was able to provide the essential food supply to her residents. Although some produce was dumped in an effort to stem the tide of falling prices, few went hungry in Richmond. A musical revue, "Cinderella in Flower Land" directed by Kay Lovick, was presented to raise funds to help children who were undernourished and had to go without shoes.<sup>5</sup> Thanks to the efforts of the Richmond Social Service Association many people received food and clothing through the several years of hardship. Christmas hampers and a clothing depot were important contributions made by the association from funds gathered from whist drives, movie showings, and donations. The association did not count its funds only in money but also in canned goods, produce, and other groceries.<sup>6</sup> In response to a plea from the minister of Richmond United Church, Reverend Finmore, Richmond through the municipal council and the Legion was able, even in the difficult year of 1936, to send a load of produce to the hungry

246. Airport administration building, 1936. To the left is a "Fleet Finch" biplane and to the right the more modern Boeing 247. The building burned in February of 1949.



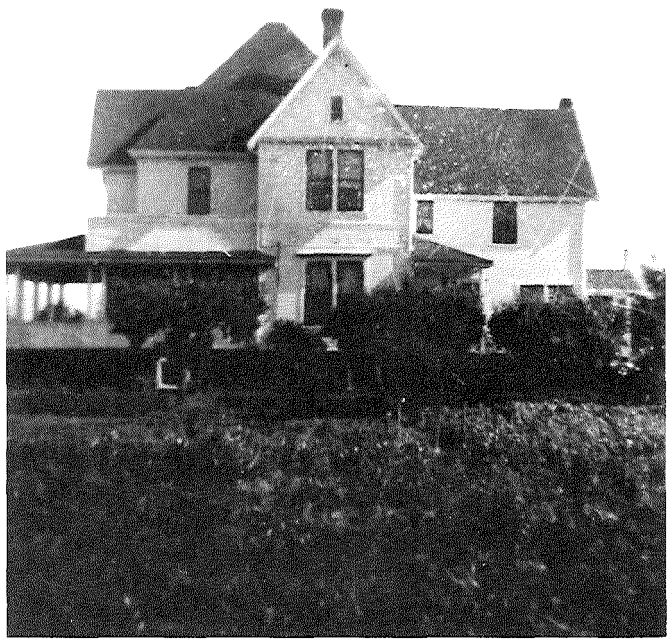
farmers of Saskatchewan.<sup>7</sup> Although many suffered there was always someone to offer assistance of food, money, clothing, or indeed, shelter.

Still it was the municipal council's intent, led by Reeve Grauer, to prevent as many people as possible from joining the relief rolls. The council through the thirties heard the plight of many who had lost work and could not find means to provide for themselves or their family. Many pleaded for work in the municipality, which was given to most able men, in return for relief money. Relief workers assisted municipal labourers on roadbuilding, ditchdigging, and other manual work.<sup>8</sup> Also working for the municipality were residents unable to pay their taxes but willing to work off their debt to the municipality.<sup>9</sup>

The municipality tried to form a policy of restraint toward the payment of taxes by purchasing the properties of those residents unable to pay taxes or water bills in an effort to relieve the pressure on its residents. Water bills were payable every six months; \$15.00 per family dwelling and \$7.50 for a shack housing one person, or \$12.00 and \$6.00 respectively if paid on time.<sup>10</sup> As early as 1932, the still unpaid accounts for water usage totalled \$7,866.74, of which \$5,757.74 was from accounts based on a flat rate and the remainder for water meters.<sup>11</sup> Properties sold to the municipality were not resold if the former owner could keep up the taxes or pay part of the outstanding debt.

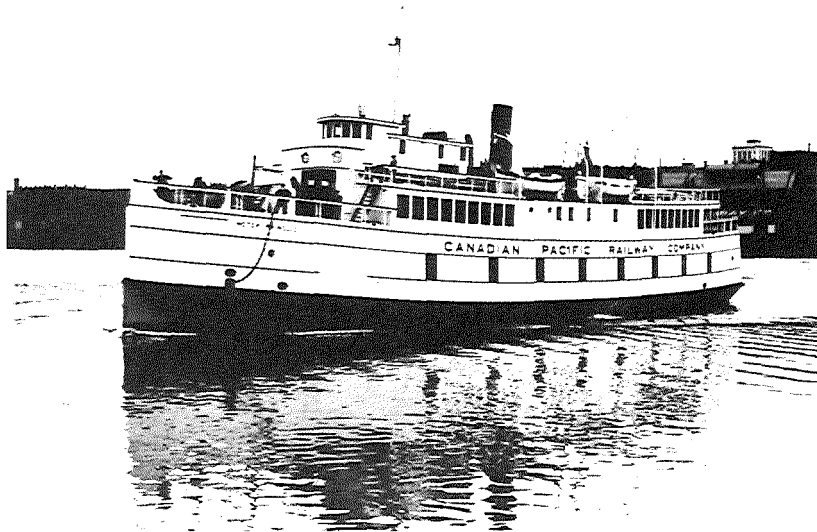
By providing as many opportunities as possible for residents to pay their taxes the municipality hoped to prevent the addition of many names to the relief rolls. The funds to pay relief costs were the same taxes which paid for other municipal services which were in demand. To force taxpayers into bankruptcy would have been much more costly. The municipality also had to cut back. One area which suffered severe restrictions was the wards whose budgets were each trimmed by \$2,000.00 in 1932. Three years later all ward appropriations were cancelled.<sup>12</sup>

However, the municipal council was unable to help all those who requested relief. A couple who had set up housekeeping under the bridge to Marpole were denied an increase in their relief allowance of \$15.00 a month. The "gypsies" (an English couple) had for some time been living off a medical allowance and the earnings from telling fortunes and making baskets. As the wife had no licence to tell fortunes or to sell baskets she was arrested and ordered to serve fifteen days in prison. Upon her release the couple applied for relief and were told that they were eligible for \$17.50 a month. The municipal council offered the lesser amount of \$15.00 a month because the couple paid no property taxes.<sup>13</sup> By 1938, twenty-five families were still on full municipal relief, a large number as the worst of the Depression had passed but a

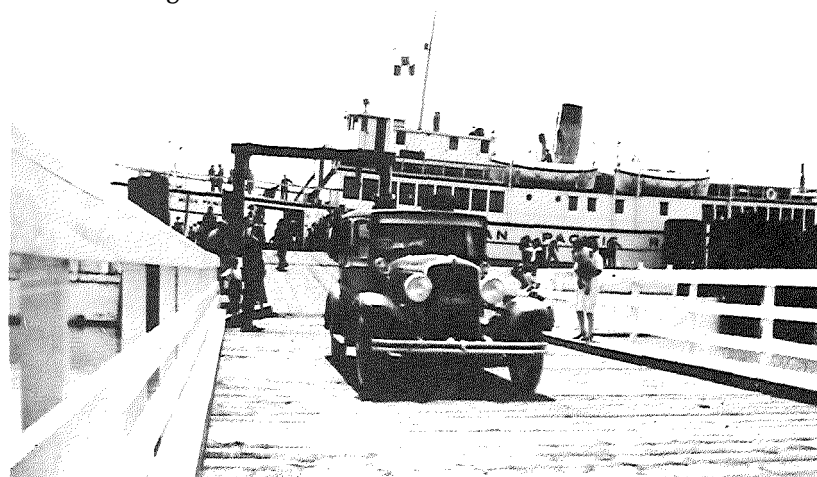


247. "Equipped with a fine library, a grand piano, a whiskey cupboard, fireplaces, and the finest in furniture", the hunting lodge which stood near No. 3 Road and Westminster Highway was sold to several people before it became the Lulu Island Tourist Hotel. It was best known as the Alex and Katherine Mudry home. E. Cooney purchased the servants' quarters and moved them to his property nearby.

248. The *Motor Princess* which sailed between Steveston and Sidney.



249. Unloading the *Motor Princess* at Steveston.





**STEVESTON TAXI**  
*Courtesy and Service*

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*Ask for Sandy* **59**

250.

significant decrease from the 124 who had been on the relief work gang and the many men who had been on full relief.<sup>14</sup> In 1934, relief work was no longer granted and those seeking relief had to declare that they were destitute, with no financial resources. When old age pensions were introduced in that year, senior residents of the municipality were also removed from the relief rolls.

The Depression encouraged several beneficial municipal projects including the installation of cafeterias and kitchens in the schools. Set up as soup kitchens the facilities provided long-lasting conveniences to school children. Also much municipal maintenance was undertaken at far less cost than in boom years. And in the middle of the Depression Richmond's newspaper, the *Richmond Review* was established.

The 1930s saw the installation of an electrical drainage pump on Finn Slough. The pump was capable of handling 15,000 gallons per minute. In 1935 pumps were installed at the south end of No. 3 Road and at the north end of No. 4 Road. These pumps were capable of pumping 20,000 gallons per minute. Archie Blair explains the mechanism, *...when the level of the water in the Slough (Canal) reached a certain level the pump began operating and shut off when the water in the sump dropped to a certain level. An adjustable float controlled the operation of the pump.*<sup>15</sup>

Water knows no boundaries; the pumps were installed by the New Slough Dyking Scheme but areas controlled by the Lulu Island West Dyking Scheme were also affected, causing some concern. The New Slough Dyking Scheme was responsible for the South Arm area of Lulu Island, from No. 3 to No. 6 Road; the Lulu Island West Dyking District was the western portion of Lulu Island, with Richmond municipal council as overseer of the northern portion of Lulu Island and the portion east of No. 6 Road on Lulu Island and all of Sea Island.<sup>16</sup>

In addition to jurisdictional confusion, the three bodies had established their own systems of taxation. The New Slough Dyking Scheme ap-



251. Mrs. McGuinness, a nurse and the wife of the postmaster at Eburne. The McGuinnesses ran the post office at Grauer's store for fifty years. The Eburne Post Office in the 1940s was the largest rural post office in Canada. Over on Lulu Island there were problems, though, in determining whether it should be Lulu Island or Richmond Post Office.

portioned dyking taxes on the basis of benefit derived from the installation of the dyking and drainage facilities; the Lulu Island West Dyking District issued a flat rate per acre (rates were higher on properties under one acre); the municipal council had separate taxes for dyking and for drainage and "a large area of Lulu Island had a hodge-podge taxation arrangement where some ratepayers were paying taxes in 2 or 3 areas."<sup>17</sup> To avoid some of the conflict and confusion among the three controlling bodies it was proposed in 1936 by the municipal council that they be amalgamated. The council's proposal for union of the three districts was approved and forwarded to the Provincial Government authorities. After passage of the Dyking and Drainage Act in 1936, Richmond's dyking and drainage facilities were administered by the municipal council.<sup>18</sup>

If Richmond was still able to plan and finance such large programmes as the installation of electric pumps across the municipality, it also had to attend to a multitude of smaller but no less vital matters. In 1939, the council ruled that the speed limit for motor vehicles would be 30 m.p.h. throughout the municipality, except in school and playground zones. The regulation was timely as in the same year an accident on the bridge to Marpole which sent a car through the railing and into the river, killing both occupants, brought a legal action against the municipality.<sup>19</sup> Stop signs went up on Richmond roads in 1939 and the licensing of bicycles became mandatory.<sup>20</sup>

With the continued growth of Richmond's population which by 1931 had reached 8,182, a rise of 1,341 from 1928, more roads and public facilities



252. Steveston waterfront and community in the 1940s.

were made necessary.<sup>21</sup> Plans for a bridge to Ladner from the South Arm were submitted by the Ladner Bridge Co. in 1933 and seemed to gain considerable public support. A bylaw the following year passed by municipal council also supported the plan but the provincial government agreed to approve the construction only if the Fraser Bridge Company were exclusive contractors and if no other bridge was built within 4 miles upstream and 8 miles downstream from the new bridge. Municipal council rejected these conditions but ten years later, the bridge still unbuilt, the council then retracted their commitment to the Ladner Bridge Company and abandoned the project.<sup>22</sup>

Another bridge proposal which went no further was for a span to connect Marpole and Sea Island from the foot of Granville Street. Proponents of a new bridge, led by Reeve Grauer, intended the bridge primarily to serve the airport but the plan bogged down when it was considered necessary to remove the bridge at Marpole for the proposed bridge farther west to be built.<sup>23</sup> Although the Marpole bridge was removed in the 1950s it was not until the 1970s that a bridge designed to accommodate the airport traffic was built.

While no new bridges were erected in the municipality until after the war, Richmond's internal transportation network was upgraded. No. 19 and No. 9 Roads were designated arterial highways and named Westminster and Steveston

highways respectively. As such they came under provincial control east of No. 5 Road.<sup>24</sup> Despite the continued anticipation that a bridge across the Fraser from the South Arm to Ladner would be built, increased traffic on the Woodward's Landing-Ladner ferry made improvements necessary and a new approach to Woodward's Landing was constructed.<sup>25</sup>

The Depression held a firm stranglehold on the spirit of the nation, fostering a sense of helplessness in government and businesses and robbing many individuals of their sense of self-determination. But the siege affected municipalities, cities, and provinces very differently. While bread lines and long queues at the employment

253.

## LADNER-WOODWARDS FERRY

### SUMMER SCHEDULE

Commencing May 1st, 1938

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#### LEAVE WOODWARDS—

Weekdays: 7.00 a.m. and every half hour until 8.00 p.m.

Sundays and Holidays: 8.00 a.m. and every half hour until 10.30 p.m.

LEAVE LADNER—10 minutes after and 20 minutes to the hour.

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CONTINUOUS SERVICE DURING RUSH HOURS



254. Richmond's fighting force - the Richmond Lacrosse Team of the 1930s.

office became commonplace sights in cities of the East, Richmond weathered the storm in relative prosperity. Rather than leading to despair the depression seemed to inspire a determination to overcome the plague of unemployment. The *Marpole-Richmond Review* took up the clarion call,

*Only the fact that this unnecessary monster of ill-repute, THE DEPRESSION, has been allowed to strangle progress and rule the country as with a rod of iron has prevented . . . development . . . But stagnation and strangulation will not always persist, the law of progress, and the legitimate spirit of expansion which dwells in the heart of every real Canadian will sooner or later assert itself, and development will then go forward as a bountiful Nature and a generous Providence intended it should.*<sup>26</sup>

Indeed, there were signs of development all across the municipality, from the airport on Sea Island to the rice mill on the south arm.

In 1932, a year when Vancouver had spent one quarter of its budget to support its 14,000 residents on relief, Richmond approved plans for the con-

struction of the Canada Rice Mill along the South Arm just east of Woodward's Landing. The mill was built the following year, bringing a new source of tax revenue and employment to the municipality. In that year the province reported 128,000 persons on relief. With interest directed toward the southeastern portion of Lulu Island, talk of a bridge from Woodward's Landing to Ladner was renewed.<sup>27</sup> But the bridge was never built and for many years the Canada Rice Mill remained the sole industrial resident of the South Arm.

In 1937, the Alberta Meat Company proposed building a slaughterhouse at their meat plant located on No. 5 Road. Although the addition to the plant would have increased employment, residents of the area opposed the meat company's plans. Their objections were echoed by the residents of Steveston who opposed the construction of a fish reduction plant at B.C. Packers. Even the fishermen from Steveston thought the odor from the plant would be too overwhelming. As a result, neither the slaughterhouse nor the reduction plant was built at that time.<sup>28</sup>



255.

While these plans were not realized, it is important to note that there were still designs being made for the municipality, although not so grand as the dreams of Charles Pretty or William Herbert Steves. Nevertheless, the "spirit of expansion" had asserted itself, uplifting and inspiring others to "go forward as a bountiful Nature and a generous Providence intended it should".

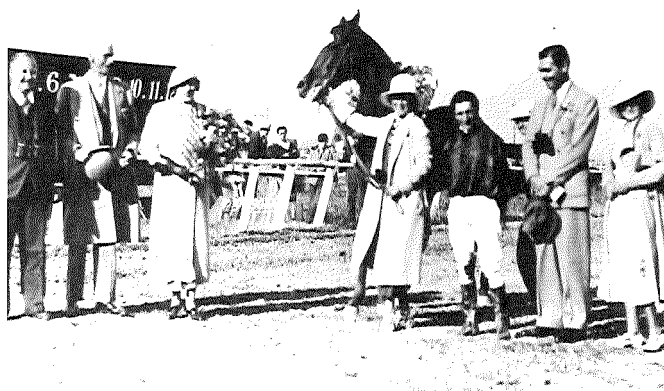
Perhaps because the decade of the '30s was a difficult time, recreation became an important factor in the lives of many Richmond residents. Never were the crowds so large nor the interest greater in horse-racing, lacrosse, rugby, and the like. On August 15, 1936, the Vancouver Golden Jubilee Handicap was run at Lansdowne Park. The purse was \$5,000.00 and the winner was gelding Indian Broom owned by Vancouver businessman Austin C. Taylor. The race was the richest in Canada, with one exception, the Queen's Plate at Woodbine.<sup>29</sup> The same year saw a stallion parade at Lansdowne with Blondin, Somer Heir, Wahmonie, Craig Park, Papworth, Major Somers, Gene Mare and Woodrale Lad on show for the many patrons.<sup>30</sup> Also on view at Lansdowne was a new starting gate. Running this gate and the electric starting gate which was installed three years later, in 1939, for many of Lansdowne's races was Clay Puett assisted by Donald McKay.<sup>31</sup> Brighthouse Park, however, was permanently closed

in 1941. Gas rationing during the war made travel to the race track difficult so the fans headed for Hastings Park in Vancouver, sounding the "death knell" of Brighthouse Park.<sup>32</sup> Lansdowne Park survived until the 1960s.

Richmond, for years, led the way in lacrosse, rugby and football throughout the lower mainland. Even the Provincial Government recognized the prowess of Richmond's lacrosse teams, contributing \$700.00 toward the construction and equipping of a lacrosse box. The Ladies' Aid to St. Alban's Church purchased the property. Teams from Brighthouse, Steveston, East Richmond, and the Sovereigns from the South Arm, sponsored by such groups as the Imperial Cannery, the Phoenix Cannery, and the merchants of Brighthouse and Eburne, carried the banner of Richmond in contests in Vancouver and New Westminster. Teams of the Island League bore such well-known local athletes as the McDonald brothers, Morphett brothers, George Mackey, Bill Easterbrook, Bob Tait, Les Richards, Jack and Guy McMillan, Rudy, Gus, and Carl Grauer, Arthur and Harry Peters, Allan Gibbons, Gordon McConnell, Archie Blair, Les and Andy (Cap) Gilmore, and Bob Rees; not to mention the ladies who played for the Milkmaids, Richmond's prizewinning women's team. In 1932, the Milkmaids brought the R.M. Grauer Cup home as the top team in the League. In 1935, the Richmond Farmers won the provincial championship Kilmarnock Cup.<sup>33</sup>

Equally entertaining to Richmond residents was the Boys' Band. After a performance in May of 1935 the *Marpole-Richmond Review* raved, "This program demonstrated that Richmonders do not need to go to the city for high class entertainment. Richmond entertainers are proving themselves to be second to none in their versatility and ability."<sup>34</sup> On the same evening at Brighthouse Park, Jubilee medals were awarded to two of Richmond's finest

256. Brighthouse race track, June 29, 1933. Standing with the victorious horse are the owners, Jack Brighthouse (far left), jockey and visiting racing fan, Clark Gable (second from right).





257. A great day for horse racing at Lansdowne.

258. A rear view of St. Anne's Anglican Church, Steveston.



citizens, Mrs. Julia Shepherd, a nurse who had served overseas, and Miss Kathleen McNeely, the principal of Bridgeport School.<sup>35</sup>

The decade of the '30s saw only a gradual increase in Richmond's population, although there was a large migration of people from the prairies and eastern Canada to the west coast. As an agricultural and fishing community there was an annual influx of workers during berrypicking harvest months and during the fishing season but there was little new permanent settlement in the municipi-

259. Young people of South Arm United Church.



pality, creating the need for only two new churches. In fact, when Sea Island Presbyterian Church burnt to the ground on May 10, 1933, members rather than rebuild, joined the congregations of Marpole Presbyterian and Richmond United Churches. Both of the new churches were Roman Catholic, one to serve Brighthouse residents and the other to serve the Steveston community.

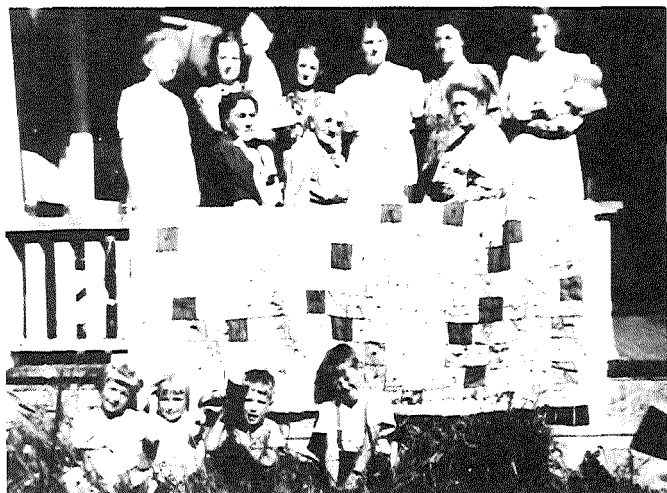
St Paul's Catholic Church was established in Richmond in 1933 at Garden City Road and Granville Avenue. The church was organized by twenty families who had previously congregated in a Legion Hall. On May 19, the church was blessed by His Excellency Archbishop W.M. Duke. The congregation was ministered to by Monsignor Fogarty of Marpole until 1939, followed by Father E. McIntyre for nine years. Father Joseph Lucas and Father Bernard McEvoy served with the Reverend McIntyre through the war years.<sup>36</sup> St. Joseph's in Steveston was founded by two sisters of the Catholic Church from New York who were sent west as missionaries. The sisters held services on the upper floor of a house on 2nd Avenue; the lower storey was used as a convent, a kindergarten and a Bible study area. A year later, in 1933, a rectory was built on 2nd Avenue but the sisters continued to live in the first church building. It would be another sixteen years before St. Joseph's would be established as a parish and another seventeen before the actual church was built on the property. Father B.J. Quigley served as priest to St. Joseph's until 1934 and succeeded by Father Dominic Kenny, S.A., Father A. Hoban, S.A., Father R. O'Farrell, S.A., and Father A. Craven who left the parish in 1945.<sup>37</sup>

Although no new schools were built during the '30s one school, Hamilton, underwent vast changes. The school had been located on the north west corner of No. 7 Road and Westminster Highway before it was moved in 1932 further east along Westminster Highway. The Richmond School Board, through the decade, faced many con-

straints on its budget, forcing a freeze in the hiring of teachers, cutbacks in teachers' salaries, and a halt in the introduction of new programmes. However in some cases repairs were made, as they were thought to be less costly than construction of new facilities. In 1934 improvements totalling \$4,000.00 were made to English School including the installation of an indoor washroom to replace the ancient outdoor lavatory.<sup>39</sup> And as has been mentioned, kitchen facilities were installed in school gymnasiums to aid in the distribution of meals to those on relief. The greatest change in the school system came with the outbreak of the second World War. Indeed, the war changed much of the life Richmond had known.

Few in Richmond, as all over the world, adequately anticipated the coming of the Second World War. Far removed from the centres of political power, Canadian and international, Richmond was most deeply concerned with the emergence from the Depression which had tried to suffocate the community for nearly a decade. By the time 1939 arrived, the conquest of economic instability seemed possible and Richmond had become revitalized and eager to head into a new decade of prosperity. The times were changing, Richmond was growing better and better able to plan for the future, though still having to contend with very tight budgets. The war stole not only the community's economic resources but also her men which made it a far greater scourge than the depression.

Canada entered the war on September 10, 1939. Within months a civilian defence fund had been established and local Japanese groups had raised over \$400.00 for the National Defence Fund.<sup>40</sup> By the start of 1940, Richmond had begun to organize a full scale war effort as she had done in the first World War. Young men and women signed up for service at home and abroad; local groups organized whist drives, dances, raffles, and benefits to raise money to aid the war effort. Red Cross units collected cans to be used for the



260. Quilt sewn by the ladies of No. 6 Road and donated to the Red Cross, 1942.

Barn



Dance

MODERN AND OLD TIME  
DANCING

Friday, June 28, 1940

Dancing 9 - 1

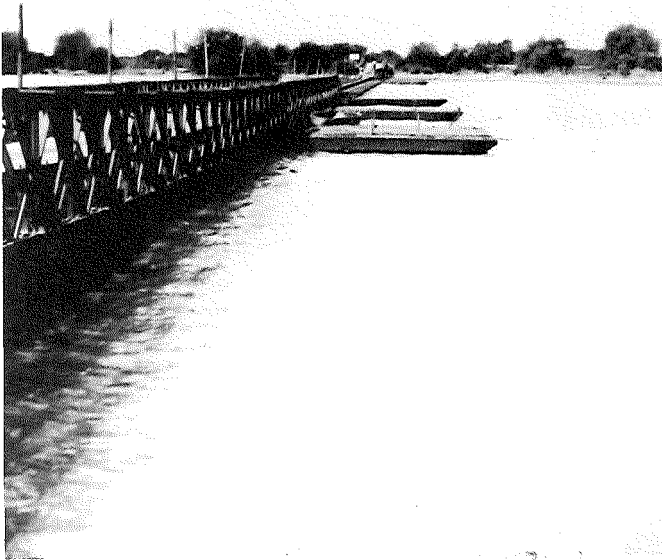
E. COONEY'S BARN  
MILLER ROAD, SEA ISLAND

WYLLIE'S CALEDONIA ORCHESTRA

FIFTY CENTS

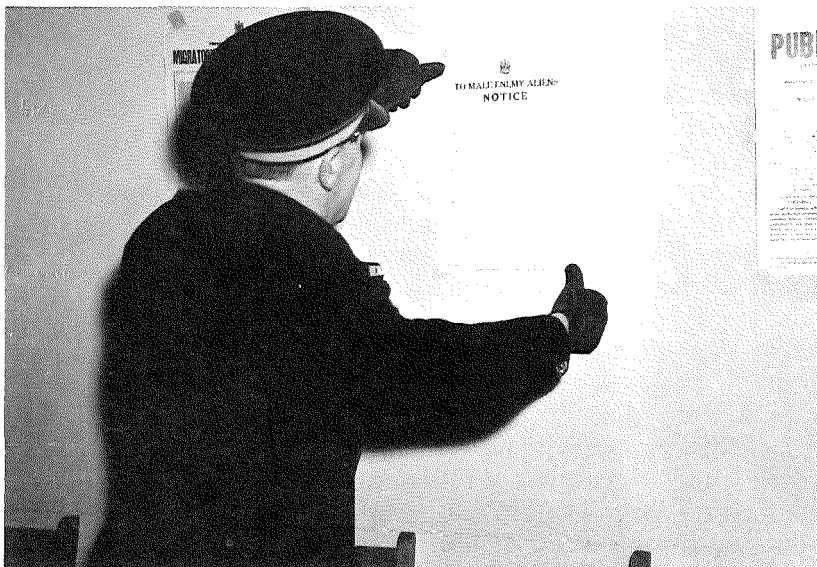
Proceeds For Richmond Red Cross

261.

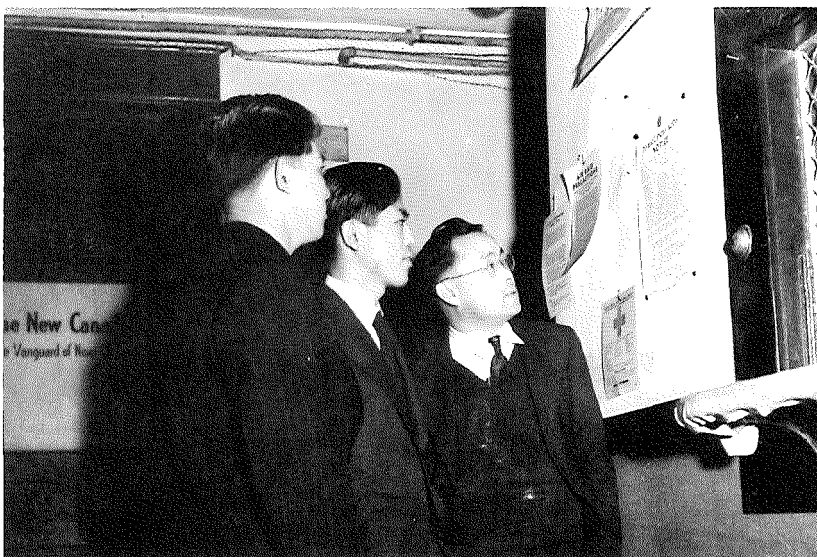


262. A temporary bridge between Lulu and Sea Islands built during the war.

263. Posting of wartime notice to "male enemy aliens" that they have been ordered to leave the coastal "protected areas" by April, 1942.



264. Some Japanese men reading the orders to leave the coast.



manufacture of steel wool; they sewed, knitted and repaired sweaters, socks, and other articles of clothing for shipment overseas; and they collected magazines and cards for the servicemen. Nine series of Victory Bonds were issued to raise funds for the National Defence Fund: in 1941, Richmond residents oversubscribed the Victory Bond issue by 37%.<sup>41</sup> In total, Richmond donated \$1,370,300.00 to the National War Finance Committee.<sup>42</sup> But the Second World War had a different impact on Richmond than the First World War.

By 1939, Richmond was a different municipality economically and psychologically from the fishing and farming community which had been dragged into the European battle of 1914-1918. During the Second World War Richmond had an airplane and munitions plant, the 58th battery with field guns were stationed at Steveston, 25 pound gun/howitzers of the 11th A.A. battery were set in place at Sea Island, and the Pacific Coast Militia Rangers stood by ever on the alert. Air raid drills were conducted and blackouts swept across the municipality, under the command of the Air Raid Protection Unit (A.R.P.). In Vancouver this organization attracted 10,000 volunteers.<sup>43</sup>

On December 7, 1941, Japan made the strongest attack of the war to date at Pearl Harbour and Richmond's efforts to aid the Allied cause took on a new urgency. Immediately thoughts were turned toward the Japanese of Steveston. Archie Blair remembers,

*Auxiliary policemen patrolling the roads at night to see that all the lights were extinguished or properly shaded wondered if they met a group of Japanese on the road would they be fellow citizens from Steveston or murderers from Pearl Harbour?*<sup>44</sup>

And, for many years, the question was still asked. In late 1941, questions were not asked; decisions were required, immediately.

The men of "Fort Steveston" the 58th Battery's force at the mouth of the Fraser River stood guard with two 18-pounder Q.F. (quickfiring) Field Guns to prevent vessels sailing up the river to New Westminster. But the greatest threat, according to the men, was not the danger of offshore attack but the possibility that "one of the Orientals . . . might be a saboteur who would cut the telephone wires leading into the fort".<sup>45</sup> There were reports of submarines sighted offshore although no documents released to date have confirmed the reports nor did any Japanese troops land in the vicinity of Richmond or, indeed, anywhere in Canada.

In 1942 the federal government, with the support of Richmond's municipal council, decided to remove all Japanese persons from the coast. The moves seemed to come overnight; farmers, fishermen, merchants and labourers with their wives and children were boarded onto the train at

Steveston on April 1, 1942. They were bound for the interior of B.C. and for southern Alberta where they were to work in the sugar beet fields. They left with few belongings; their household goods, fishing boats and farms were left in the hands of government authorities, specifically the Custodian of Enemy Alien Property, who was to hold the properties in trust while their owners were away. Mr. M. Kuba, Secretary of the Japanese Fishermen's Hospital served as the government's intermediary, notifying the 250 families of their departure and transfer of property and goods. Just one year before, 200 Japanese citizens of the Steveston Japanese Canadian Citizens' Association had offered their services to Canada's war effort.<sup>46</sup>

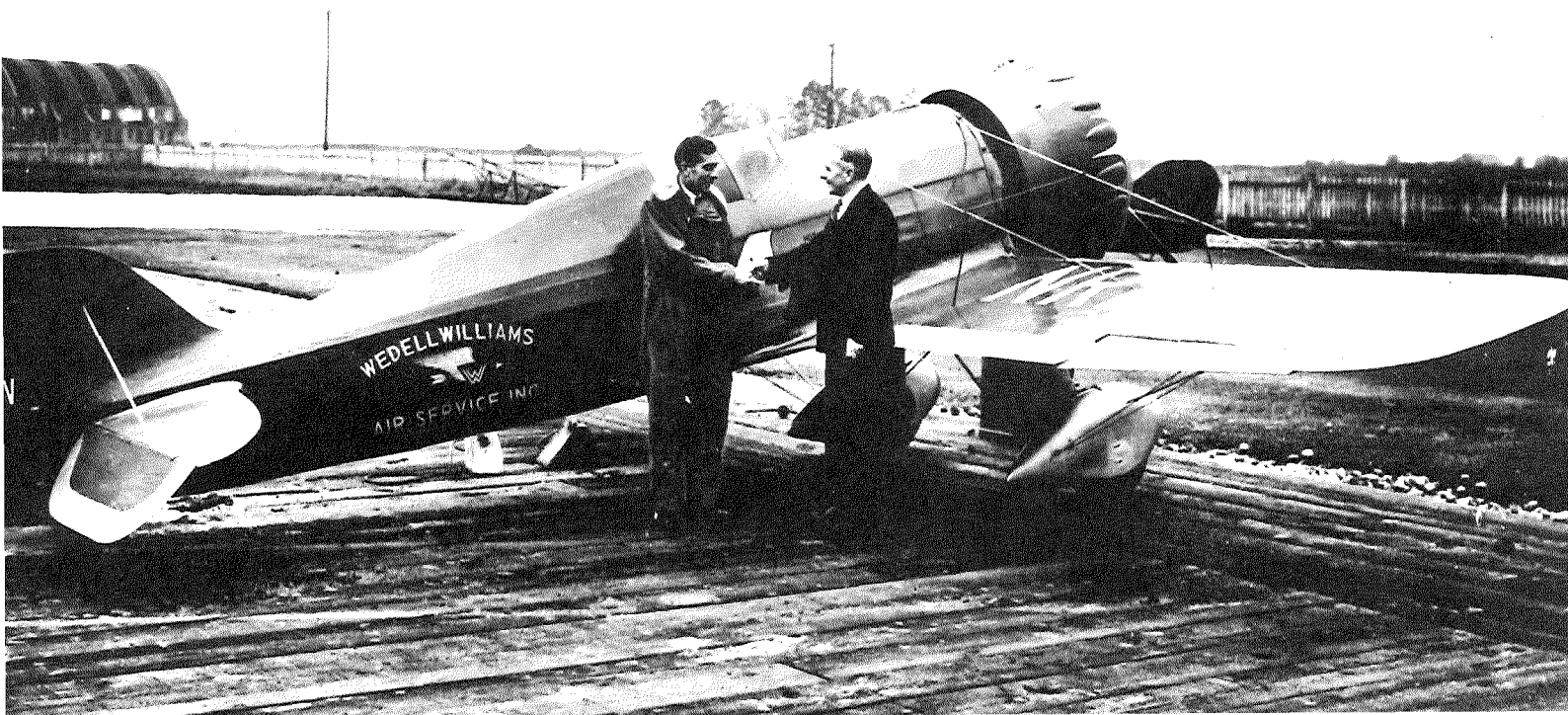
The removal of the Japanese left a large gap in Steveston. The enrollment at Lord Byng School dropped from 500 to 137. Sixteen teachers were laid off, but not for long. Desks were soon filled by the children of Boeing aircraft workers and RCAF servicemen on Sea Island who were taken to Lord Byng School by buses. In 1942 the small school on Sea Island which had been built for children of cannery workers was closed. The following year,

however, a new four room school was built on Sea Island. Classes were also held in Barracks Block 8 for the younger students (up to Grade 4). Teachers were hired by the Richmond School Board and the Air Force maintained the buildings.<sup>47</sup>

Housing was a new problem introduced by the war. On Sea Island there was a shortage caused by the new aircraft industry and airforce station at the airport. Hastily a new "town" Burkeville, named for Stanley Burke, President of Boeing Aircraft, was built south of Miller Road to overcome this desperate need for housing. In January, 1944, the subdivision's first residents, Mr. and Mrs. M. Neville and Mr. and Mrs. Ernest Jordison moved into their new homes. In all, three hundred and twenty eight homes were built.<sup>48</sup>

Burkeville was financed and constructed by the federal government which was now owner of the airport and surrounding lands. In 1941 the federal government had expropriated this land in order to have full control over the area for the protection of servicemen and wartime industries. The airport was to be returned to the city of Vancouver at the end of the war. In 1942, two million

265. Airport manager William Templeton bidding farewell to airman James Wedell, Dec. 5, 1931 on his way to Mexico for a race against Captain Frank Hawks. Wedell beat Hawks in the race which began in Agua Caliente, Mexico and ended in Vancouver. Wedell's time - 6 hours, 13 minutes.







266. Sea Island R.C.A.F. base, summer 1945. B29 Superfortress. In 1939 the Sea Island aircraft plant was the only plant in Canada to build the Catalina PBY. There was also an amphibious equivalent, the PBY SA.

267. The R.C.A.F. band on Sea Island in 1945.



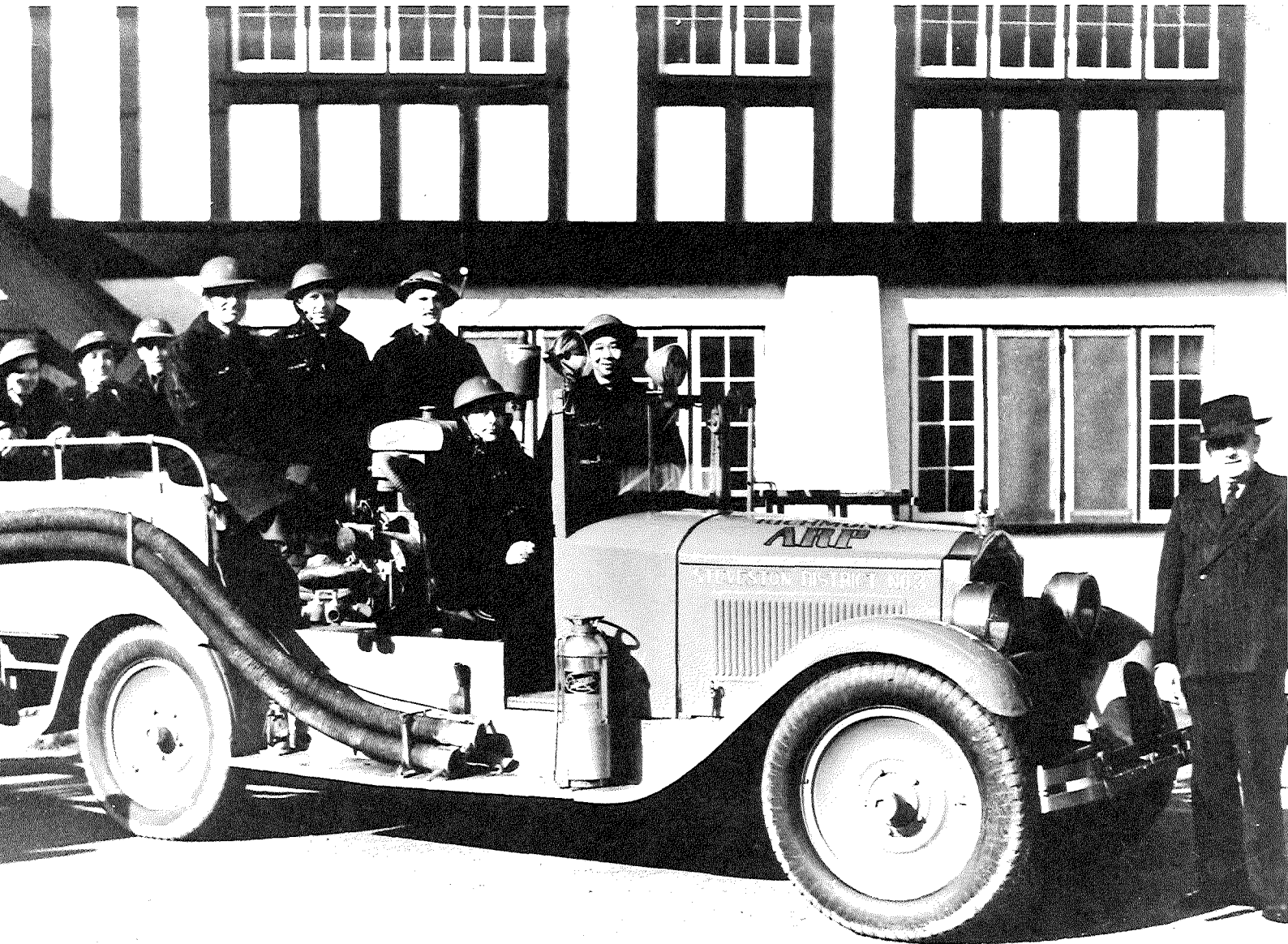
268. An early plane crash on Lulu Island. Today there are few open spaces left in which to make emergency landings.



dollars for the construction of new runways and lengthening and widening of old ones was announced. The following year another \$900,000.00 was earmarked for airport expansion. When, in 1930, the construction of an airport for Vancouver had been announced, one newspaper reporter painted a charming scene, "Out at Sea Island where the North Arm of the Fraser swings south on its alternate and widest reach to the straits, they are getting ready to make a new port of entry and departure for the city of Vancouver". The new airport had a runway, 2,400 feet by 100 feet, "taxi strips, a grass landing area, roads, a pumping station, administration building and a land-plane hangar".<sup>49</sup> By 1936, thirty planes were based at Sea Island, an increase of twenty-five from the airport's first year of operation. A decade later the airport was a hive of wartime activity, with the Royal Canadian Air Force training programme and continuous shifts of workers building and repairing aircraft to combat the Axis powers.<sup>50</sup>

While the men who trained at Sea Island were sent overseas, protection was required at home. The fear of enemy warships and submarines approaching the coast prompted the formation of the Pacific Coast Militia Rangers to protect communities along the B.C. coast. Members of the group were men who did not qualify for overseas service. Men who had served in the first World War but were too old for the Second and young men who were still attending high school made up most of the force which served as the home guard. Members of the troop underwent army training and drills to work as runners and signallers. In command of the Militia Rangers was Captain H.A. McBurney, assisted by Lieutenant F.R.R. James and Sergeant A.W. Williams. According to the records of Captain McBurney's son, Gordon McBurney, who also served as a Ranger, ninety men served in the Pacific Coast Militia Rangers.<sup>51</sup>

Also serving as a home guard in the municipality was the Air Raid Protection Unit. These men supervised practice evacuations and air raid drills, ensuring that Richmond residents knew the measures they should take to protect themselves in case of an enemy raid. Regularly the A.R.P. staged practice drills to test the effectiveness of these plans. In June of 1942 the A.R.P. received their first real test; a great flash streaked across the sky followed by a series of smaller flashes, the air was filled with noise and then all was dark again. Forms were seen roaming in the dark - were these enemy parachutists? Had Richmond been invaded? As an editorial in the newspaper commented a few days later the "invasion" was "no joke" but an invasion it was not. A fleet of balloons had broken loose from their moorings (reported to have been in the Seattle area) dragging 800-foot-long cables high into the air across electric wiring and roof aerials.



269. Steveston Fire Brigade posing in front of the Town Hall (l-r) George Milne, Joe Gollner, Alton McKinney, Bill Rennison, Austin Harris, Bill Glass, Jack Gollner, Milt York, Harry Hing, W.R. (Bill) Simpson.

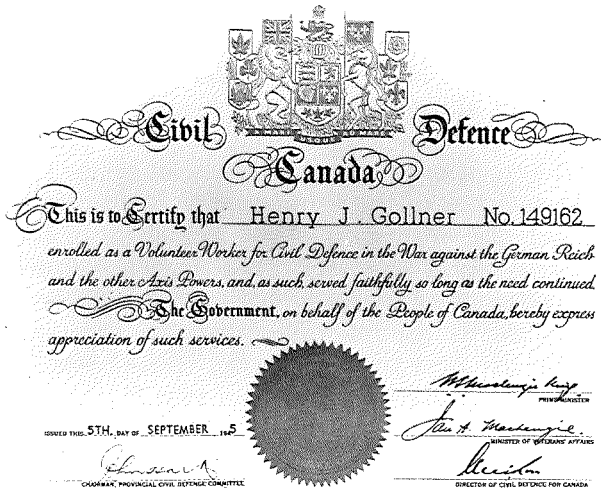
Crossing the wires had caused them to short circuit with large flashes and a loud explosion; roof aerials wrenched from their foundation came crashing down into trees shattering windows and damaging houses and vehicles. The headline on June 10 read, "Richmond's first 'air raid' has thrills but no fatalities".<sup>52</sup>

270. Reunion of the first Steveston Fire Brigade A.R.P., 1962 (l-r) Messrs. Gollner, Milne, Montgomery, Fisher, Hing, York, McKinney, Gollner, Glass, Hanna, Blair, Fentiman.



Through the threats of air raids and coastal invasions, Richmond's police and fire departments aided the P.C.M.R., the A.R.P. and other civilian and military outfits. Leading the municipal police force in Richmond was Chief Constable Harold MacRae who had succeeded Chief Andrew (Andy) Waddell in 1930. In addition to a reorganization of

271. To honour those who served at home.





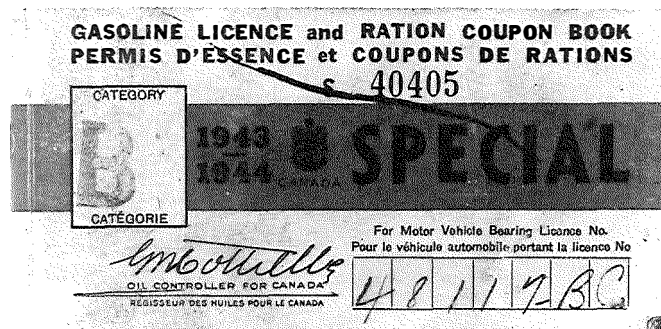
272. The familiar Mukai Confectionery Shop at the corner of Moncton Street and No. 1 Road.

positions in the force, Chief MacRae modernized the force by introducing a new piece of equipment; a Moth airplane. Chief MacRae used the plane in times of flood to oversee the extent of damage and other times in searches for missing boats, fugitives, "rum-runners, narcotics traffickers and smugglers".<sup>53</sup> Indeed from the plane it was foreseen "Every field can be covered in a day and the bad weeds spotted and condemned to the greater glory of the law and the deep mortification of careless farmers". During the war, the chief's duties took on even more importance so the Moth plane had to work overtime. Richmond's water supply, dykes and bridges all required special protection. However, by that time the municipality had entered into an agreement with the Provincial police force for the policing of the municipality by that force, replacing the municipal force which was then headed by Alfie Johnston. The change came in 1942; in that year the province assumed financial and administrative responsibilities for the police force. By the time of the transfer, these costs had escalated to nearly \$10,000.00 per year.<sup>54</sup>

There was new equipment in the Steveston fire hall as well, a fire truck. The decision to build a fire truck was made by the Steveston Air Raid

Protection Unit who feared that Vancouver would not be able to spare any vehicles in the event of an incendiary raid. Vancouver had provided fire equipment for Steveston for several years, following the disbanding of the volunteer fire brigade. The "new" truck was actually a new 2T Ford chassis to be installed in a truck body which Harry Hing and W.R. Simpson of the Steveston A.R.P. had purchased some years before. Mr. Hing and his volunteer fire fighters designed and built the original fire truck as well as paid for it. Indeed the group turned down a grant from the municipal council to help pay for the vehicle, "fearful the municipality

273.





274. Looking west on Moncton Street, Steveston in the 1940s.

might wish to move the unit to Richmond".<sup>55</sup> The truck which sported a pump and hose capable of pumping 150 gallons of water per minute was the first "mobile unit" in Canada. Serving as chief was Milt York and as captain, William Glass.

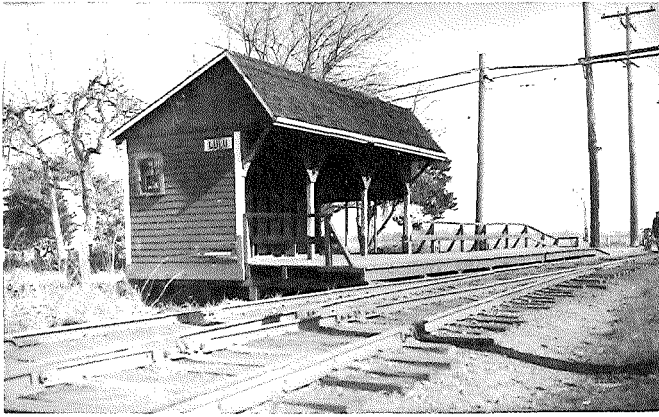
The enthusiastic merchants also built an ambulance whose service was much needed throughout the municipality. Dr. Graves who practiced for many years at Steveston remembers the many occasions when he had to drive patients to the Marpole Infirmary and even as far as St. Paul's Hospital in downtown Vancouver. But during the war some patients were sent only as far as the Japanese Fishermen's Hospital. The facility had eighteen beds. In September of 1942, after the evacuation of the Japanese, the hospital was re-named Steveston Hospital.

World War II was a time of sacrifice for everyone. Families were separated by the enlistment of husbands, fathers and sons for service elsewhere in Canada and overseas; municipal funding ceased on projects which were not essential to the war effort; and food and fuel were rationed. The leisure time of many was given to the A.R.P., the P.C.M.R., the Red Cross and other groups raising money and organizing home de-

fences for the war. School children gave up their May Queen celebrations. Clocks reverted to Daylight Saving Time or "War Time" to conserve energy and the Japanese residents gave up their homes.

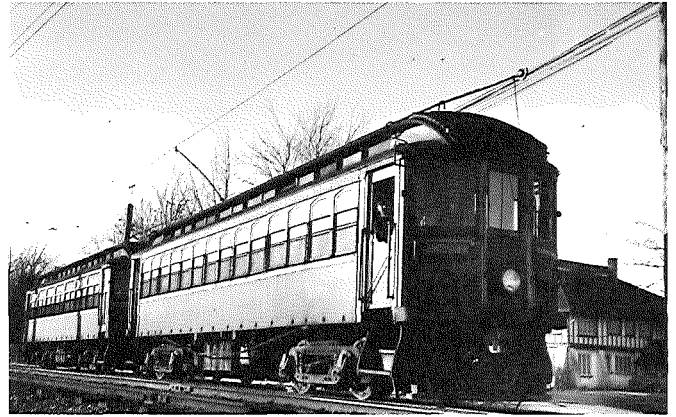
The war fostered many fears and hostilities and brought much sorrow while leaving many questions unanswered. However it also engendered a strong sense of community, a collective determination to contribute to the war effort and to serve Canada. No greater sacrifice was made than that of the families who lost their men in the war. Too often the pages of Richmond's newspapers contained notices of soldiers missing in action or fallen in battle. Those who served and perished were not forgotten by their families and friends at home. The cenotaph outside Richmond's Municipal Hall bears their names as do many streets in the municipality.<sup>56</sup>

Were the Japanese farmers, fishermen and merchants of Steveston "enemy aliens" or unfortunate victims in a war of nerves and irrational fears? Did any enemy boats, planes or troops ever advance onto Richmond land and threaten the security of any individuals, families or industries? Some have said the Japanese were removed for



275. The Lulu Station on the interurban run.

their own protection, to save them from the anger of Canadians who had reviled and even terrorized the Japanese years before in times of tension. While evidence available to date does not indicate any treachery amongst the Japanese, some residents of the area to this day contend that there was radio contact with Japan by ham radios operated in the homes of the Japanese in Steveston. What information about coastal security was or could have been imparted over the air waves is still unknown. There is evidence of Japanese balloons passing over Sea Island and Japanese boats being sighted off the coast. The balloons were apparently aimed at populous United States areas but had drifted northward to Canada. They were reported to have carried incendiary bombs.<sup>57</sup> In time of peace it is very difficult, if not impossible, to reconstruct the spirit of the times, the fear and anguish of people unsure of their allies, terrified of their enemies.



276. The interurban passing the Town Hall on No. 3 Road on its way to Vancouver.

The war came to an end in the late spring of 1945 and Richmond brought out the welcome mat for her returning soldiers. In their absence the municipality had changed; a comprehensive town plan had been drafted to co-ordinate zoning and construction in the municipality. Directed by Municipal Engineer J.C. Johnstone, the plan indicated present and planned parkland, residential, commercial and industrial areas. It was timely as the demand for housing was increasing. The construction of 145 new homes was reported in January of 1942 followed by an announcement that "building permits are up by over \$12,000.00" in April.<sup>58</sup>

New industries, new businesses, new homes and families all characterised Richmond at the end of two of the twentieth century's greatest challenges: the Depression and the second World War.



277.

# The Crossroads: Richmond after the War

In an 1881 reference to Richmond, the *British Columbian* prophesied that “. . . all these beautiful and fertile lands will ere long be covered with waving corn and blooming orchards”.<sup>1</sup> More recently it has been stated that Richmond was *once* a rural community. In truth, an accurate assessment of Richmond’s development after the Second World War places the municipality’s situation somewhere between these two extremes. While this period has been marked by extensive residential and commercial growth, in 1979, over one-half of the municipality is still classified as agricultural land or undeveloped property. In dealing with a changing and steadily growing population, and a transition in land use and economic orientation, Richmond has begun a move toward a new sense of community identity.

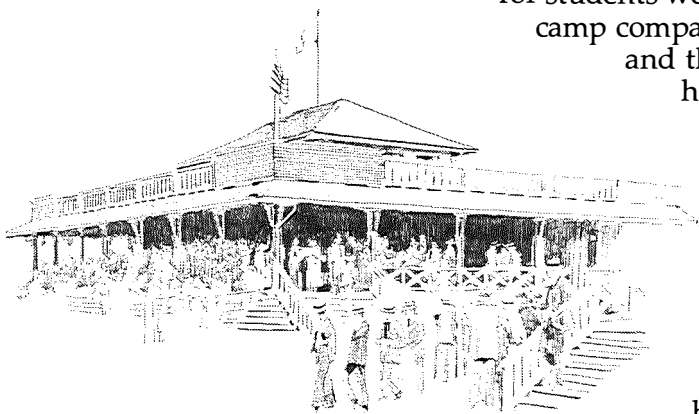
The end of the Second World War brought a new beginning for the many Richmond residents who had served elsewhere in Canada or overseas, and for those who had been moved to interior camps, or to Alberta and more eastern provinces. Veterans were aided in the reestablishment of their lives through a variety of programmes the most notable of which was the Veterans’ Land Act which set aside six areas located throughout the municipality where veterans could purchase property for new homes.<sup>2</sup> Other programmes included the presentation of educational grants and assistance in acquiring employment. Those who had lost their lives in the line of duty were honoured with the inscription of their names on the cenotaph situated at Richmond Municipal Hall.<sup>3</sup>

University students were another new resident population to receive aid in this period. Housing on Sea Island, which had been constructed for aircraft workers, was converted for use by this group, and accommodation and services such as electricity, water, telephone communication, and sewage disposal were provided. Other “camps” for students were set up in Vancouver, with only the Little Mountain camp comparable to the Richmond facilities in regards to quality and the number of services provided. These camps were, however, shortlived as the distance to the university at Point Grey was too great for daily commuting.<sup>4</sup>

In direct relationship to new settlement on Sea Island and the occupation of special areas by the veterans, Richmond’s population grew as well.

During the previous decade there had been little need for new schools, but with the end of the war came a “baby boom”, and school officials returned once again to making plans for new buildings. In the period following the war the number of children attending school leaped from 2,238 in 1945-1946 to over 18,000 for the 1975-1976 school year.

In 1946 Richmond had seven schools. By 1976 there were forty-four.



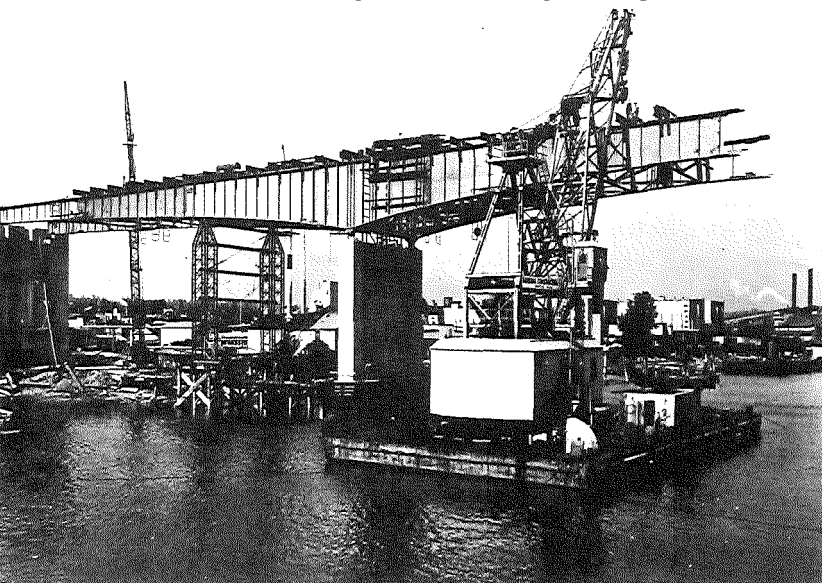


278. Rural Richmond.



279. The corner of No. 3 Road and Westminster Highway.

280. Constructing the Oak St. Bridge main span.



People were drawn to Richmond because it offered an abundance of land at lower prices than found in the burgeoning city of Vancouver. As well as the advantages of wide open spaces and a salutary climate, Richmond enjoyed close proximity to Vancouver, making it ideal for a commuter population. These new "mudflatters" were not farmers, but job holders in Vancouver or in the offices and factories nearby, who brought with them increased needs for social services, medical and dental clinics, drugstores, shops, theatres, bowling alleys, drive-in movies and the like.

Clearly, the influx of new residents had signalled the approach of a new direction in municipal development. The multiplication of residential and commercial properties and the resultant shrinking of agricultural land and open space began in the last half of the 1940s. In 1947 the Richmond Town Planning Commission proposed the designation of particular areas for commercial and business development, warehousing districts, light industry, retail outlets, apartments, houses, parks, farming, and open space.<sup>5</sup> Such development as proposed by their report, although immediately accepted by the council in principle, has taken thirty years to implement.

Upon the abandonment of the ward system, in 1949 Richmond was divided into zones for the purposes of directing development, with the members of the municipal council representing the municipality at large. The town planning bylaw which created the new districts also established regulations governing the use of land and any structures put upon it.<sup>6</sup> While this bylaw did not extend the municipality's power to determine the use of land as established in earlier bylaws, it did break new ground by presenting a comprehensive plan. In addition to the earlier division of the municipality by wards, the growth of independent communities such as Eburne and Steveston had also served to fracture development but after the town planning bylaw the municipality was considered as a unit for zoning.

A necessary adjunct to any land development plan is the provision of ancillary services such as drainage, water supply, roads, bridges and electricity. In 1948 the first major sewer system in the municipality was proposed for the Steveston area, and in 1955 a consulting firm was hired to survey the municipality's overall sewerage requirements.<sup>7</sup> Ten years later, Richmond joined the Greater Vancouver Sewerage and Drainage Board and requested that the board help draft a system for west Lulu Island. Yet by the end of another decade, the installation of sewers across the municipality had not been completed, and in the meantime costs had escalated far beyond the estimates of 1948.

Across the municipality, roads were constructed, many named to honour those servicemen

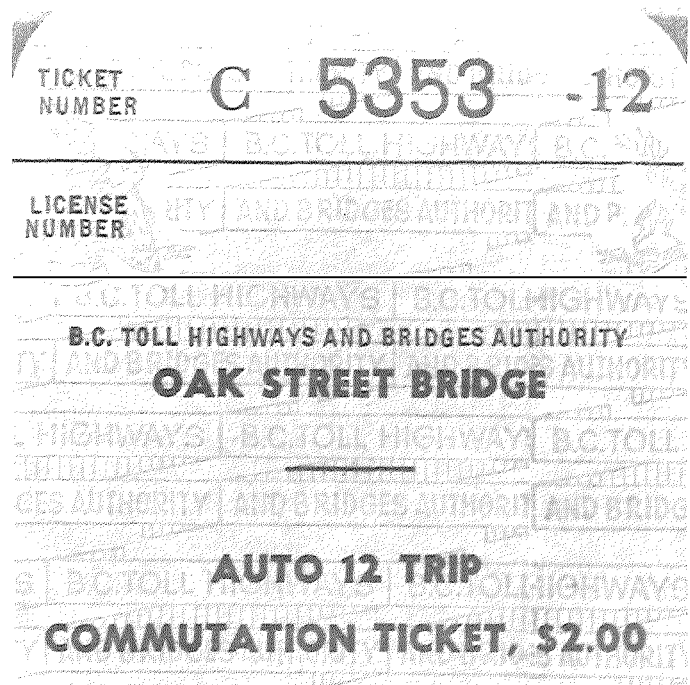
who had given their lives during the war. In 1962, No. 5 Road was reclassified as an arterial highway, and another major north-south thoroughfare, Garden City Road, was built. By this time, however, most of the major thoroughfares had been laid out, and attention turned to the construction of tributary roads and streets. Many of these new roads were within the housing subdivisions springing up across the municipality. Fibrous networks formed in circles and loops. These subdivision roads have been a major focus of road construction since the early 1960s. Of equal significance to the municipality's development was the completion of the highway connecting the Oak Street Bridge and the Deas Island (later George Massey) Tunnel.

Bridge construction, as in all periods of Richmond's history, continued to play an important role in determining the rate and manner of development. No single bridge has had a greater impact on Richmond than the Oak Street Bridge which provided a far quicker and more direct route to Vancouver than the bridges to Marpole via Sea Island. Opened on June 29, 1957, it reached a total length of 6,114 feet, 300 feet of which formed the main span. With some estimates running as high as \$10,000,000.00 the total cost for construction was set at \$3,500,000.00, a far cry from the \$13,750.00 spent for the first bridge link in 1889. As with the first bridge, the construction was not without its controversies.<sup>8</sup>

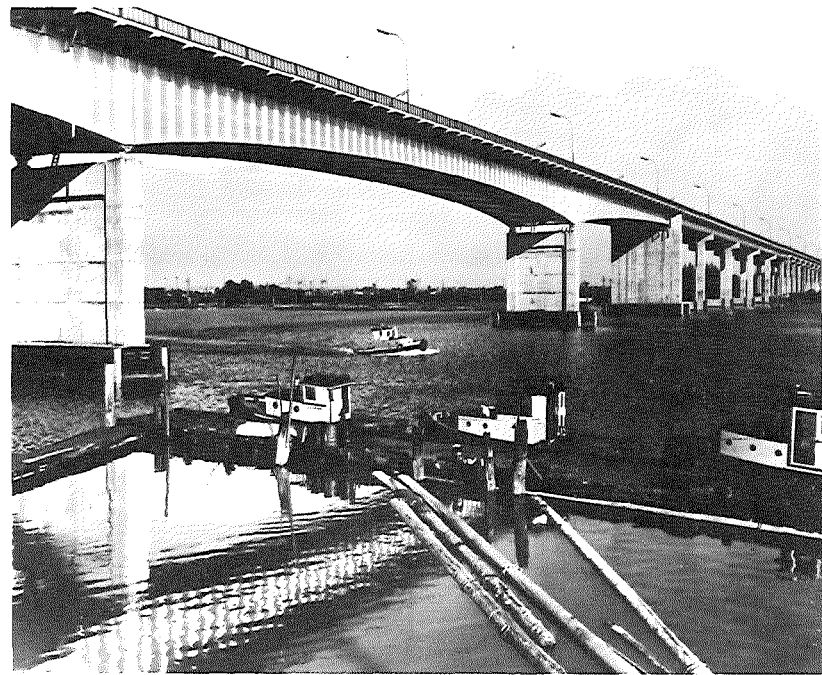
At one stage in the planning, in 1889, when neither the provincial government nor the city of Vancouver would co-operate, Richmond's first bridge was in danger of never being constructed. In 1956, the controversy centred on the use of tolls. After failing to gain the financial assistance of the federal government and the city of Vancouver to meet construction costs, Premier Bennett announced that, for twelve years, tolls would be placed on travellers using the bridge. While tolls on the "great wet way" were instituted, they did not continue for the whole twelve year period.<sup>9</sup>

Since the completion of the Oak Street Bridge, two other spans, the Knight Street Bridge and the Arthur Laing Bridge, have been erected across the North arm of the river. Completed in 1974, the Knight Street Bridge replaced the Fraser Street Bridge which, for many years, had been undergoing periodic closures for repairs to the span. By 1968 it had become apparent that a more permanent solution to the chronic problems of the tired Fraser Street Bridge was needed, and the new span to connect with Vancouver at Knight Street was undertaken with costs estimated at \$15,000,000.00.<sup>10</sup>

Also on the draughting board in 1968, the Arthur Laing Bridge connected the airport on Sea Island with Vancouver at the southern end of



281. Toll ticket



282. The Oak St. Bridge as seen from Marpole.

283. Construction of the southern ramps, winter 1956.







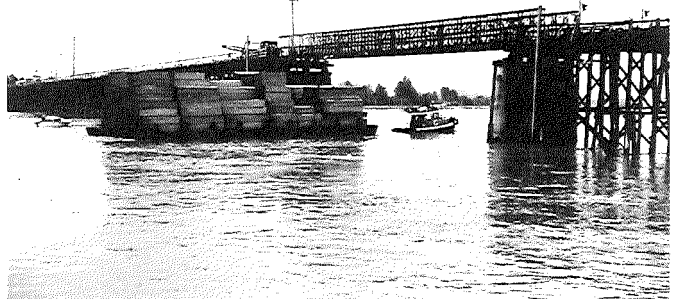
284. Aboard the ferry to Ladner.

Granville Street and along South West Marine Drive. The Federal Department of Transport, in whose hands control of the airport lay, was also responsible for the construction of the bridge as it was intended to facilitate travel to and from the airport whose main terminal, after 1968, sat toward the western end of Sea Island. The government's original estimate included \$12,000,000.00 for construction and \$735,000.00 for design and the acquisition of lands for bridge approaches. In keeping with the problems of other bridges, the escalation of the latter sum threatened to halt construction of the bridge.<sup>11</sup>

Another problem, common to development projects in general, was the necessary relocation of established facilities. To allow for the several ramps leading onto and off the bridge, forty homes were moved when the Oak Street Bridge was built. By the time the Arthur Laing Bridge was scheduled for construction, a great deal of land had already been expropriated by the government as part of the plans to expand the airport. The construction of the bridge was but one more step toward the transfer of the entire island to the airport, a plan which had already met with some resistance from the long standing residents and farmers on the island.<sup>12</sup>

Conflict also arose over the location of ramps. To ease the daily rush of commuter traffic across the Oak Street Bridge, the municipality of Richmond supported the construction of a ramp which would link with Russ Baker Way and the western end of Lulu Island. The federal government, however, contended that the bridge was intended as an airport link and was not designed to carry regular, heavy commuter traffic. It also resisted Richmond's demands because neither Richmond nor Vancouver had helped to finance the project. Regardless of intention, the bridge now constitutes an important link between the mainland and Richmond, usage of it increases yearly.<sup>13</sup>

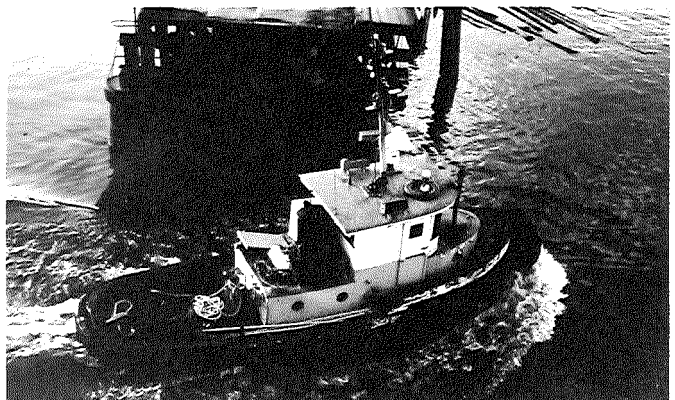
For many years, before the construction of the Deas Island Tunnel, there had been discussion about a bridge on the south arm, and at one time a company had actually been hired to make preparations for construction. The contract, however, was cancelled and engineers began to re-examine the alternatives to linking the municipalities of Richmond and Delta. In 1956, two years after the announcement of the project, preliminary work was begun on a tunnel to be situated east of Woodward's Landing. A tunnel was preferred to a bridge because it would be better suited to the unstable ground at the building site, and because it could be built in less time, requiring two years and the labour of 500 men, on the average. Engineered by the Foundation of Canada Engineering Corporation Ltd. and Christiani and Nielsen of Canada Ltd., the project was overseen by the B.C. Government Toll Highways and Bridges Authority.



285. Bailey bridge section used as temporary span on Fraser Street Bridge.



286. Fraser Street Bridge.



287. A tugboat passes under the Fraser Street Bridge.

288. The tunnel was constructed in sections in drydock which were then taken to the tunnel site and carefully sunk into place.





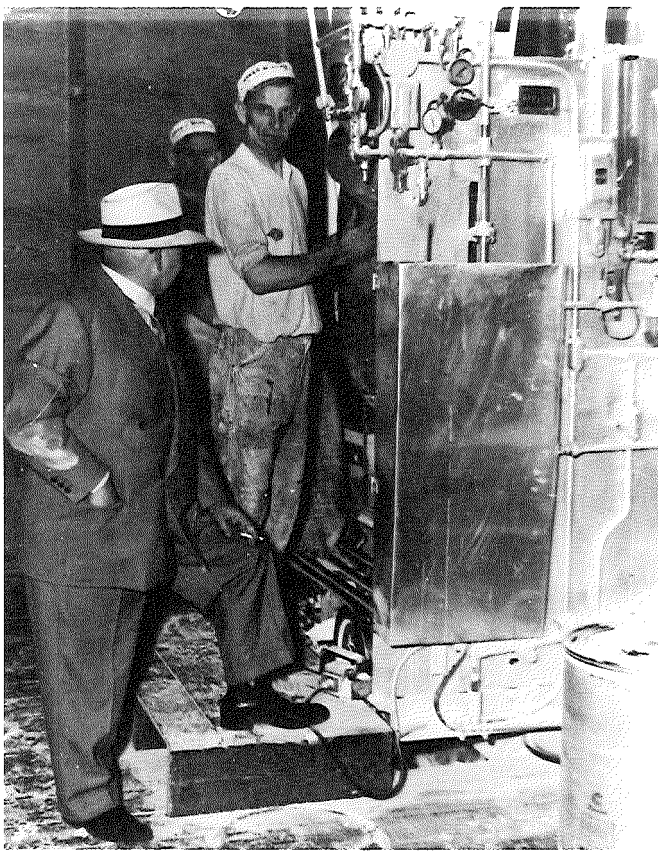
289. Reeve E.R. Parsons, Mrs. Parsons, Highways Minister P.A. Gagliardi, Bishop Gower, Premier W.A.C. Bennett, H.R.H. Prince Philip, Mrs. Bennett, Howard Green, M.P., and other dignitaries look on while H.R.H Queen Elizabeth II officially opens the Deas Island (later George Massey) Tunnel.

Structurally speaking, the Deas Island Tunnel was a significant engineering feat. Six sections, 2,100 feet in length and weighing 18,500 tons apiece, were lowered to a depth of forty feet below sea level. It took twelve hours to sink each section. Louvres acting as sun screens were installed at the entrance and exit to permit a gradual transition from the light outside to the dark tunnel. Ventilation was maintained by fans regulated in relation to the flow of traffic. The monitoring of both toxic fumes (primarily carbon monoxide) and light levels was accomplished through the use of photoelectric cells and sensors located throughout the tunnel which fed back to a master control. Also inside the control room were fourteen cameras used for monitoring highway traffic conditions, as well as a public address system to be used in emergencies. During rush hours the controls were run manually, and the four lane tunnel could handle up to 7,000 cars per hour. Operations in the tunnel remain much the same today.

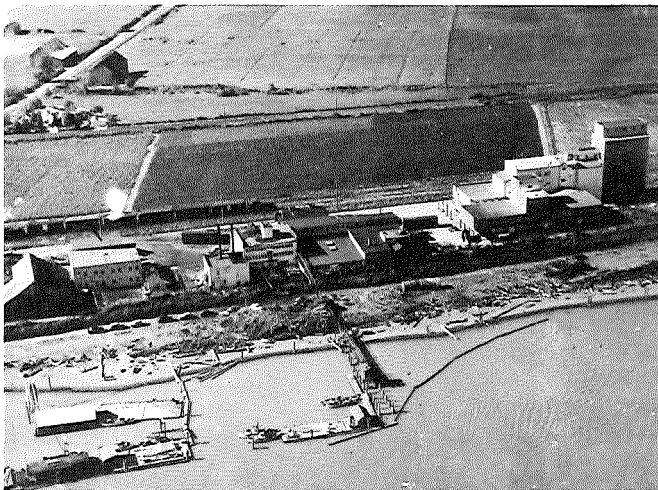
The Deas Island Tunnel was opened for traffic on May 23, 1959, the same day that the *Delta Princess*, the ferry from Woodward's Landing to

Ladner, made its last run. Queen Elizabeth II conducted the official opening on July 15, 1959. Eight years later, the crossing was renamed after George Massey, the member of the legislative assembly for Delta from 1956-1960, long time vice-president of the Lower Fraser River Crossing and Improvement Association, and Chairman of the Delta Board of Trade Tunnel Committee. Tolls on both the tunnel and the Oak Street Bridge were removed in 1964, with George Massey paying the last tunnel toll.<sup>14</sup>

There is no question that the construction of these major transportation links helped to spur Richmond's internal growth. Housing contracts sky-rocketed, businesses grew and relocated or expanded, and subdivisions spread across Lulu and Sea Islands. Among the earliest of these subdivisions were Cora Brown, Richmond Gardens, Gilmore Park, Edgemere, Athlone, Barnes and Fairview and by the 1970s the list seemed endless. Similarly, the roster of businesses to become established in the municipality after the war is long and varied. Some familiar operations are the Crown Zellerbach box and paper converting plant and their Seaforth plastics division, the Delta Flour



290. Mr. Greczmiel examining equipment in the Delta Flour Mill. He became known as the wheat czar when he negotiated a \$5 million sale of wheat flour to the Russians in 1963.



291. An aerial view of Delta Flour Mills owned by Eugene Greczmiel. When Mr. Greczmiel arrived in B.C. in 1927 from Germany he found work installing boat engines. He then operated a radio shop, a gas station, showed films in Steveston, sold lumber and finally, a glucose plant, a dredging company and the flour mill.

292. Sea Island in transition, agriculture vs. the airport.

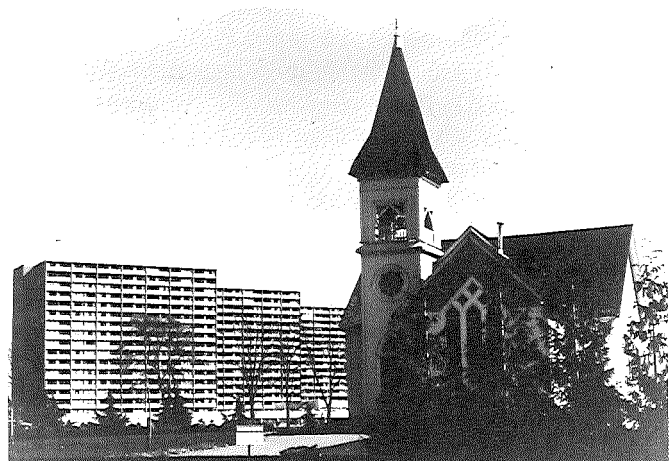


Mill, Canada Cement Lafarge, Ebco Industries, LaPorte's Vans and Storage, Simpsons-Sears, and its fellow department stores, the Bay, Eaton's, and Woodward's. The particular reasons for their presence in Richmond are as varied as the businesses themselves.

To encourage those businesses which require a great deal of property, Richmond, into the 1970s, has maintained large open spaces in proximity to important transportation routes as well as a lower "competitive" tax rate. At the Fraser Wharves ships laden with new cars line up along a gigantic parking lot which are reloaded onto trucks for delivery to Vancouver and elsewhere in the lower mainland. Others, such as the Crown Zellerbach plant and the Delta Flour Mill have also enjoyed space for expansion and easy access to both the shipping lanes and the highway to the U.S.

A distinctive trend in Richmond's post-war business development has been the influx of industries and businesses not native to the area. Up until the Second World War Richmond's economic development stemmed almost exclusively from the sale of agricultural and dairy products, fish, and their byproducts such as flour and fertilizer. The processing and packaging of vegetable crops by the B.C. Coast Vegetable Marketing Board, begun in 1930s, was yet another offshoot of this primary economic base as was the operation of the Easterbrook Flour Mill, which was dependent to a large extent upon local grain production. At some point, however, the potential value of luring other businesses to the area became apparent to the municipality's leaders. For example, beginning in the late 1950s and sweeping through to the 1970s, a great deal of encouragement was given to companies requiring warehouse and storage space. This effort is now evidenced by the transformation of a broad strip across the north arm of Lulu Island into a conglomerate of concrete buildings.<sup>15</sup>

293. The new and the old . Apartment buildings and Minoru Chapel.



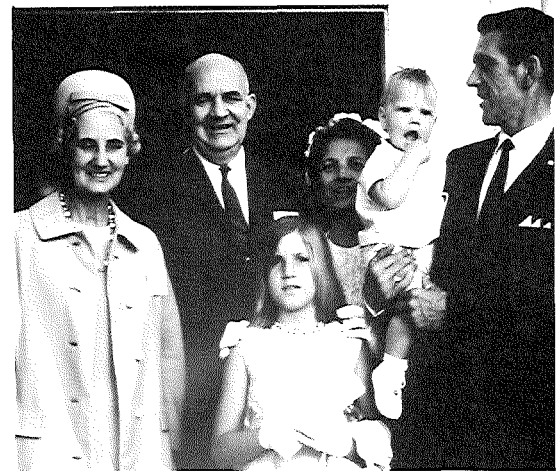


294. Wakayama, Japan. Richmond and Wakayama became "sister cities" in 1972. Twinning ceremonies were completed in 1973 when groups from Wakayama and Richmond headed by Mayor Shozo Ujita and Mayor W.H. Anderson visited each other's cities.

One of the most important transformations was the development of the Brighthouse property into Brighthouse Industrial Estates. In 1961 the Richmond Industrial Bylaw was put before the municipality's ratepayers for their approval which was needed before the municipality could purchase the estate of the Brighthouse family. The estate extended south from the middle arm to Granville Avenue and was bordered by No. 3 Road on the east and No. 2 Road on the west. Archie Blair, who served on the Municipal Council at the time of the bylaw vote, outlines what he felt to be advantages of the purchase:

1. *It would place Richmond in the position of being able to offer industry a large variety of fully serviced industrial sites.*
2. *It would enable a completely controlled and integrated industrial development to be carried out with maximum protection to adjacent lands.*
3. *It would produce, when ultimately developed, revenue for the municipality of between one and a half to two million dollars annually.*
4. *It would give the municipality, by the exchange of railway rights-of-way, the necessary land for a main vehicle traffic route to serve Richmond.*
5. *It would create immediate and lasting employment opportunities.*
6. *It would provide a most desirable site for Richmond Hospital.*
7. *It would round out land requirements for the ultimate development of Minoru Park.*
8. *It would enable completion of necessary drainage schemes for Central Richmond.*
9. *It would provide a long range stabilization on real property values and taxation.*<sup>16</sup>

However, the majority of Richmond ratepayers, on one point or another, did not agree as the final vote was 1,857 against and 1,686 (40%) for. For passage, 60% approval was required. Nonetheless, in the following year the Brighthouse estate was purchased from general revenues, an action which did not require the approval of ratepayers. The price tag for the acreage was \$1,450,000.00 (without interest), payable over five years.<sup>17</sup>

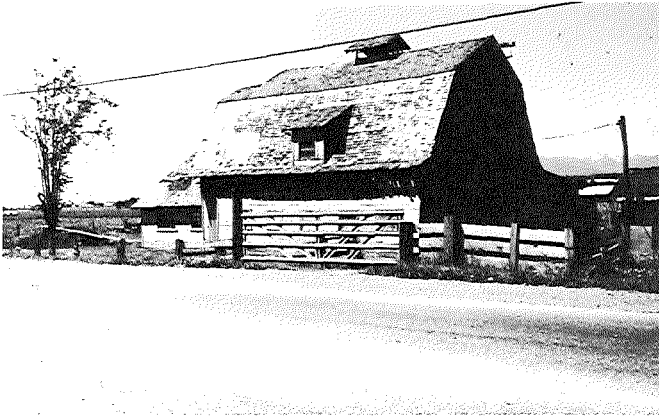


295. Mr. & Mrs. T.M. Youngberg with Alderman and Mrs. J.W. Aiken of Pierrefonds, Que., following the baptism of their son Richard W. Aiken at Minoru Chapel in 1968 as part of the 1967-68 twinning ceremonies between Richmond and Pierrefonds.

As mentioned earlier in reference to the construction of the bridges, development of this kind has not been without criticism, resistance, and some compromises. Each new residential subdivision and industrial development has also brought a loss of some agricultural land or open space, and in some cases the loss of a notable or familiar landmark. The site of the Japanese Fishermen's Hospital now bears an Army, Navy, Airforce hall. Where the fabled horses of Lansdowne once ran, an octopus-like shopping mall stands, and while the purchase of the Brighthouse estate, monetarily speaking, was indeed a "bonanza", it was to change significantly the face of Lulu Island. The former location of Sam Brighthouse's barn is now home for several warehouses, and in 1979 the property on which his house had stood for the last seventy years went up for sale. Shortly thereafter the house was burned down in a fire fighting drill held by the Richmond Fire Department.

In combination with the growth in residential population, this kind of business development has also led to a significant expansion in overall municipal service, and while these services have cost a great deal, they have also provided much in return and have in many cases more than paid for themselves. Indeed, monies accruing from the taxation of the industrial and commercial sectors have assisted in financing many facilities and projects throughout the municipality including the Minoru Pavilion, the Richmond Ice Arena, the Minoru Aquatic Centre, the Richmond Arts Centre, the Richmond Public Library, the Richmond General Hospital, and numerous parks, such as the Richmond Nature Park.<sup>18</sup>

The ice arena, which sits in the middle of what has through planning grown to be Richmond's sports complex, was approved for construction in 1963, the same year as the approval of plans for the Minoru Pavilion. The contract for the arena was awarded to long-time resident Leslie Boyd, whose construction company has been extensively in-



296. Reminder of Richmond not so long ago.

volved in development throughout Richmond. The Arts Centre in Brighthouse was opened in 1968, followed by the Martial Arts Centre in Steveston.

In that same year, Minoru Chapel, the Chapel in the Park, was consecrated. Formerly the Richmond United Church, which had sat on the corner of Cambie and River Roads, the chapel was chosen to be a memorial to Richmond's past and to serve the present community as a non-denominational church. To commemorate the occasion and celebrate the twinning of Richmond with Pierrefonds, Quebec, the son of Mr. and Mrs. Aiken of Pierrefonds was baptised in the newly relocated chapel.<sup>19</sup>

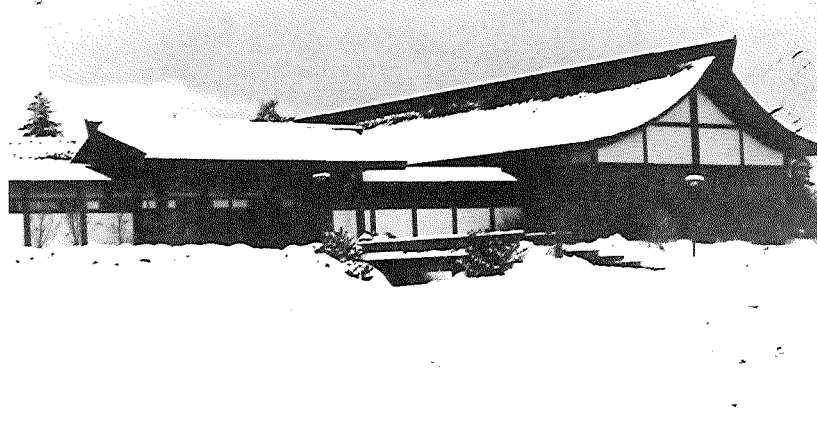


297. Municipal Hall, Brighthouse.

In 1962, when asked to approve the granting of authority to the Hospital Society for the construction of a hospital, Richmond's ratepayers responded clearly, passing the bylaw with a 90.5% majority. Commenced by the Hospital Society under president F.A. Aberdeen, plans for the facility, to be situated on Westminster Highway at Gilbert Road, had been underway for several years. Two years after the passage of the bylaw, 4.91 acres were purchased and the construction contract was awarded to Dawson and Wade. The provincial government contributed \$343,140.00 towards the construction costs of the hospital which opened in February of 1966. Within two years, the Hospital

298. Richmond General Hospital, Westminster Highway, opened February 1966, by the Honourable Eric C. Martin, Minister of Health Services and Hospital Insurance.





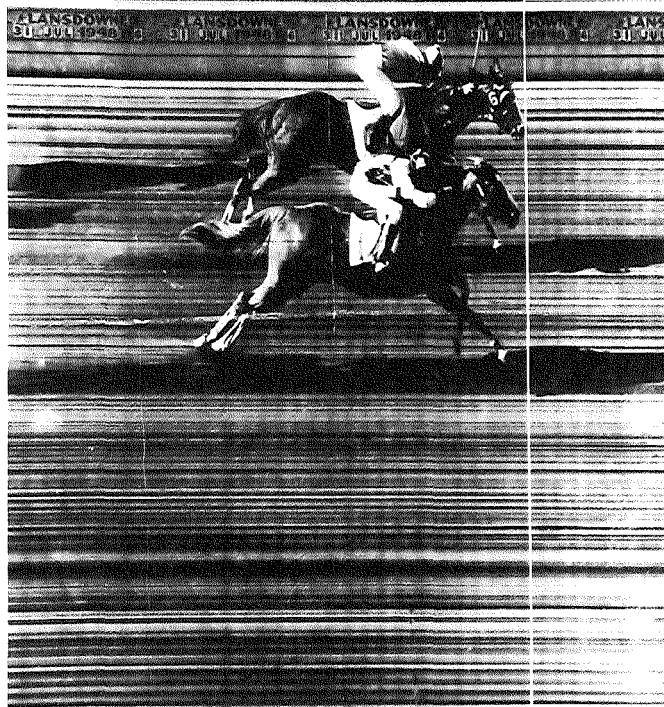
299. The Martial Arts Centre, Steveston.

Society was pressing for expansion, and in 1968 an additional 4.9 acres was purchased for an extended care wing which opened in 1972.<sup>20</sup>

The Richmond General Hospital building did not stand alone for long. Across Westminster Highway the Workers' Compensation Board built a large rehabilitation centre to serve the province and in 1966 plans were taking shape for the construction of three high-rise apartment buildings along Minoru Boulevard in Brighouse, next door to the Kiwanis Court built for senior citizens. Across the boulevard, surrounded by parking lots, the Hudson's Bay Company (the Bay) was built and a mall full of small shops completed the link to the Simpsons-Sears store. Footsteps echoing in their halls were haunting reminders of the hooves of the horses which had pounded the Brighouse Race Track only twenty-five years before. In another few years Lansdowne Race Track would give way to a shopping mall as well.

In 1945, Lansdowne was sold by its owner, Sam W. Randall, to B.C. Turf and Country Club Ltd. for \$275,000.00. B.C. Turf was headed by A.L. McLennan, with Jack Diamond and George Norgan serving as vice-presidents. At this time, the organization also owned the property of the Brighouse Race Track, sixty acres of which were sold to the municipality in 1958. The owners closed Lansdowne in 1949, but by 1955 it reopened with a six-furlong track and a new grandstand capable of seating 5,000 spectators. In 1960 Lansdowne closed again, but this time for good, as all racing moved to Exhibition Park (formerly Hastings Park) in Vancouver.<sup>21</sup> For more than a decade, however, the stables and track were still used as a training ground for horses.

With the closure of Lansdowne came the end of fifty years of horse racing in Richmond. Nonetheless, horse breeding continued, and

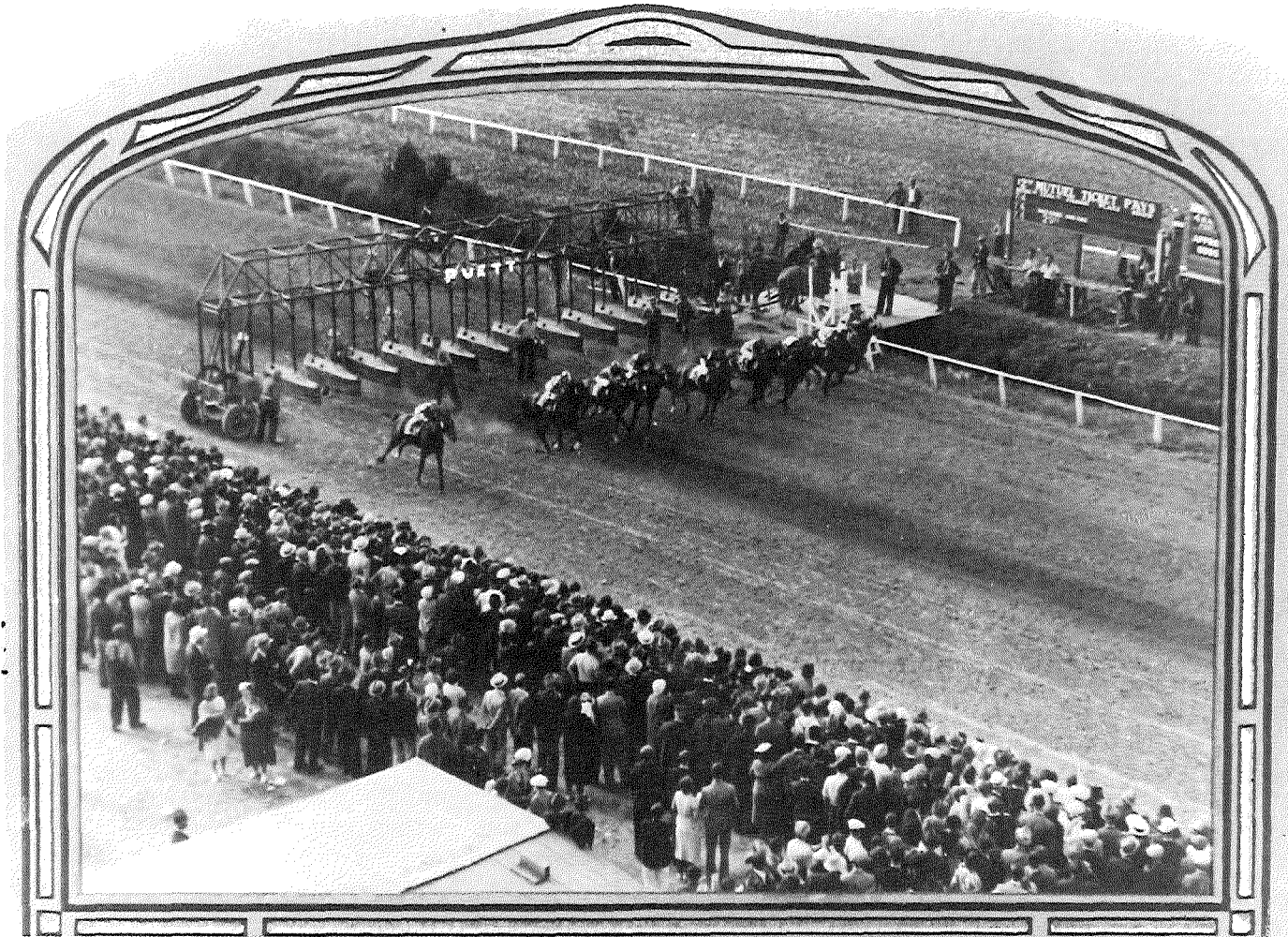


300. A photo finish.

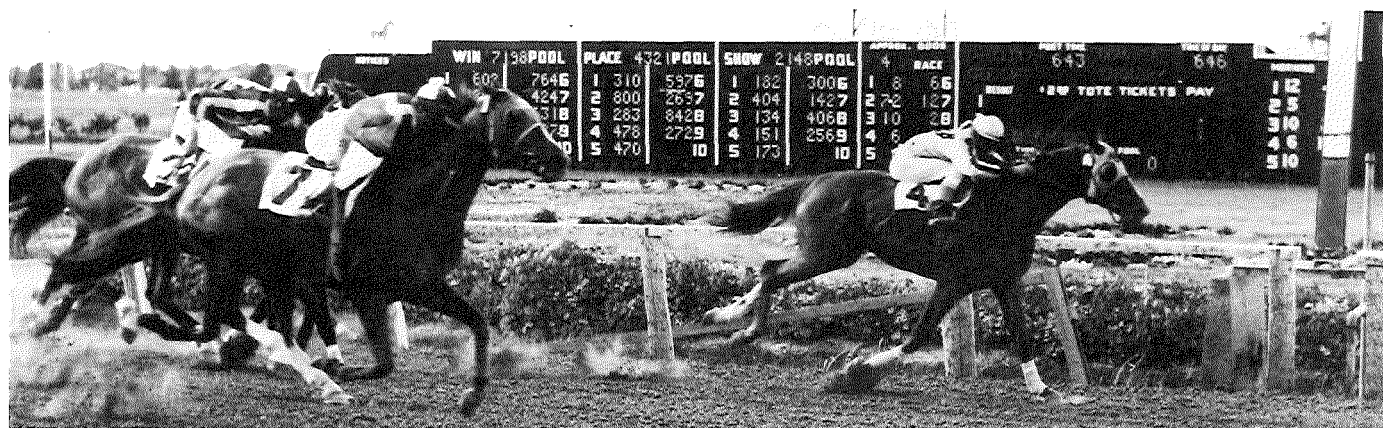
horsemen like Cline Hoggard, Charlie Oldfield, and Leslie Gilmore, following the lead of Sam Randall, Herb Fullerton, John Gormley, Jack Wilson, M.L. Blair and Nels Jensen maintained their interest in racing. Almost no distance was too great to travel for horses like Cline Hoggard's High Perch, which won \$9,000.00 in races from California to B.C., and Charlie Oldfield's Primrose Day, which set a world record for two and one-sixteenth miles at Seattle. Prince Aylmer brought his owner winnings of \$24,662.00, at that time the greatest amount ever won by a two year old.<sup>22</sup> Many years earlier when the Udy stables bought George, a Belgian stallion whose sire had been the top prize-winning horse in North America, another champion had come to Richmond. The Udy horse won both the Reserve Grand Champion and the Senior Champion at the 1944 Vancouver Exhibition.<sup>23</sup>

301. Ed Ireland plating "Valerie Jean" at Lansdowne. Blacksmiths such as Ed Ireland and Les Richards followed the horses from race track to race track.



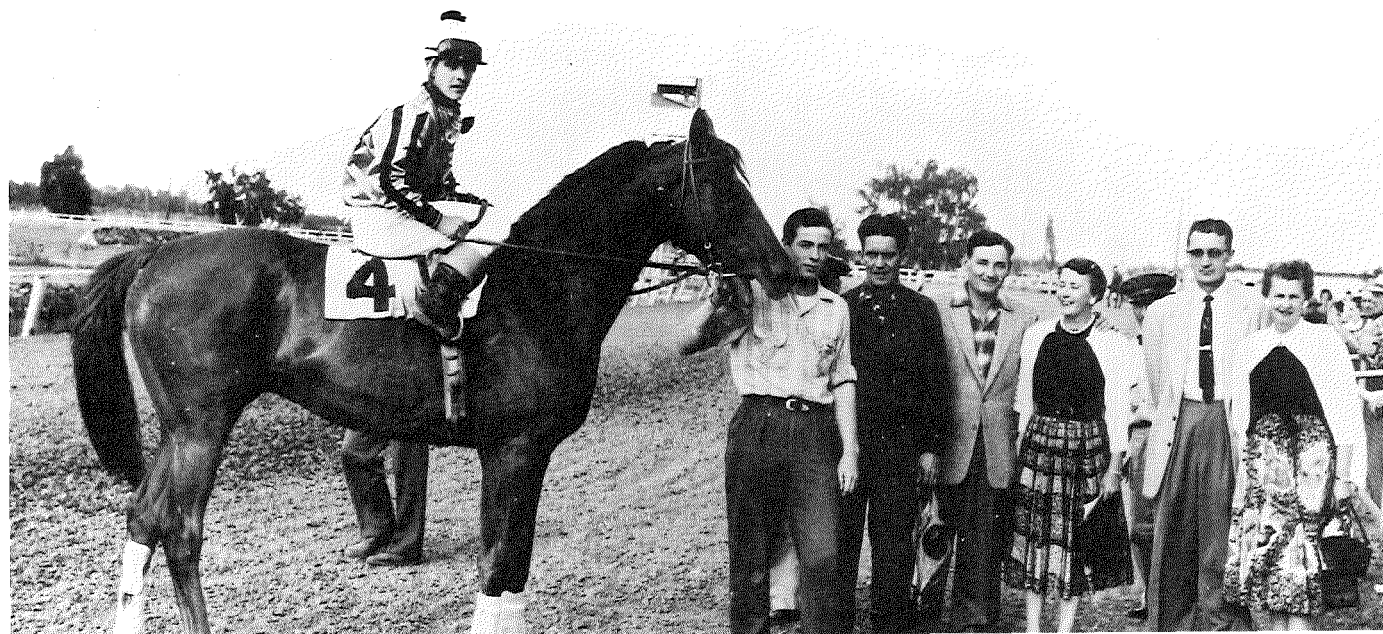


302. Lansdowne Park.  
They're off!—note the electric starting gate. Clay Puett, the starter, is standing in the middle of the track.



303. The final stretch.

304. The Winner.



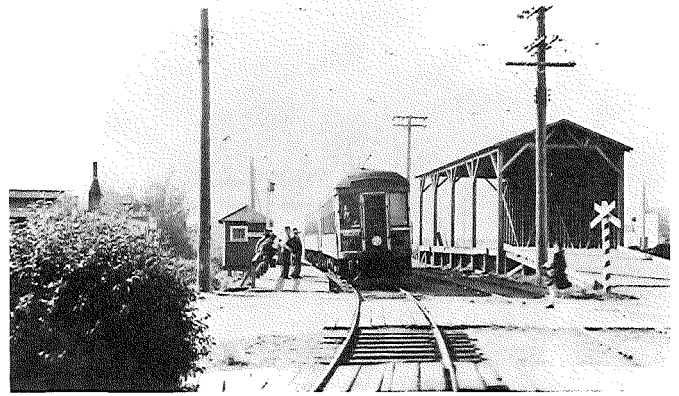




305. An interurban heading into Vancouver over the B.C.E.R. trestle bridge.

In 1969, the Richmond Planning Department began a study to determine the fate of Lansdowne. B.C. Turf itself suggested a large commercial development, "including a first class shopping centre". By 1973, Woodward's Department Store, through its holding company, had submitted similar plans for the use of the Lansdowne property. However, the majority of the municipal council was not in agreement. Even a petition, signed by 10,363 of Richmond's residents, could not persuade the council to rezone the property and thereby allow such development, but the issue did not die. Indeed, the municipal election of 1973 was fought largely on the question of rezoning and developing Lansdowne Park with a supporter, Gilbert Blair, being elected as mayor. By this time, Woodward's Holdings had offered to provide \$2,000,000.00 toward services such as lighting and paving to go around the property, but the proposal still faced resistance from the finance committee. However, Woodward's Holdings eventually received approval for their project which included

307. The Sea Island home of the McDonald family. It was burned to the ground in the spring of 1979.



306. Running for the interurban as it leaves Steveston station.

plans for a parking area of 650,000 square feet, a Woodward's Store covering 235,000 square feet and an Eaton's Store covering 160,000 square feet, with small shops, occupying a total of 240,000 square feet, connecting the department stores. The plans were carried out, and Lansdowne Mall opened in September of 1977.<sup>24</sup>

While developments such as the Lansdowne and Richmond Square Malls helped to determine the growth and location of business and commerce in Brighouse, the same can be said of postwar developments on Sea Island, particularly those involving the airport. After having bought it back after the war with an annual subsidy of \$20,000.00, the city of Vancouver announced that the airport was for sale at a price of \$1,250,000.00. When the airport was transferred to the federal government on June 1, 1952, the price was still not set. By 1956, all bids which had come in for the airport, which the *Vancouver Province* of April 27th had described as the "world's worst", had been rejected.<sup>25</sup> In 1957, three more bids, at \$1,500,000.00 this time, were received and for one reason or another also rejected. By that time the federal government had assumed complete control of the facility.

308. Still standing, today the old Northern Bank serves as a museum for Steveston. Another heritage site, the London farm sits out by Gilbert Beach, just east of Steveston.





309. The Steva Theatre, Steveston, opened 1947.

While government officials and financiers managed the earthly affairs of ownership and control, airplanes of every size and sort continued to come and go at an ever increasing rate. United Airlines inaugurated the Mainline Convair service between Vancouver and Seattle on June 25, 1954, and in the same year, Trans Canada Airlines (now Air Canada) introduced a fleet of Lockheed Super-Constellation planes for their Vancouver-Montreal flights. "Super Connie" carried 63 passengers, two tons of freight, mail and baggage, and cruised at a speed of 340 miles per hour. Canadian Pacific unveiled its turbo-jet DeHavilland Comet on which, so the airline boasted, passengers would be treated to "unexcelled luxuries and comfort" while travelling at speeds close to 500 miles per hour. In 1955, polar flights to Europe were also introduced by Canadian Pacific Airlines. The first flight "over the top of the world", from Vancouver to Amsterdam, covered the 4,825 miles in eighteen hours.<sup>26</sup>

The Royal Canadian Air Force, which maintained a base on Sea Island after the war, also modernized its aircraft. In 1955, the air force fleet included the Canso, Dakotas, Expeditors (for communication), Army Co-operation (for drogue towing), and Otters. The 442 (F) City of Vancouver

311. The Laing home on Sea Island, now an empty stretch of land awaiting airport expansion.



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STEVA THEATRE  
STEVESTON - B.C.



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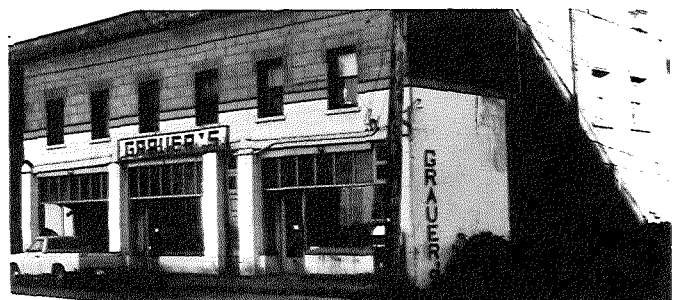
310. The Steva Theatre occupied the site of the first Buddhist temple and was operated by Washington Thorne. Shortly after opening it was joined by the Lulu Theatre in Brighouse.

Squadron and the 443 (F) City of New Westminster Squadron flew Vampire jets and Mustangs as well as F-33 jet trainers and Harvards.<sup>27</sup>

Needless to say, with faster jets, capable of carrying more passengers and freight over longer distances, the airlines grew and traffic at the airport increased. In 1956, plans were presented for a \$300,000.00 addition to the administration building, and by the mid 1960s a new terminal was required to handle the burgeoning flow of traffic. Plans for a \$23 million terminal to be situated north of the existing building, facing towards the centre of Sea Island were announced in 1965, and on September 10, 1968, the new terminal was opened. The first flight to leave from its new bays was a Canadian Pacific Airlines DC 68 bound for Prince Rupert.<sup>28</sup> The old terminal buildings and hangars were maintained for small aircraft, seaplanes, and helicopters. The road to the airport received a new name, McConachie Way, to honour Grant McConachie, the first president of Canadian Pacific Airlines.

In more recent times, the airport has continued to grow. In 1977 the Vancouver International Airport reported that it had served five million passengers in the course of the year, with an eight percent increase anticipated for 1978, and plans were undertaken for a \$30 million expansion of passenger loading, and customs and immigration facilities.<sup>29</sup> However, such expansion has not been without a price. The new terminal, the C.P. Air and Air Canada operations centres, as well as

312. Grauer's store at Eburne. At one time this was the largest independent general store in the area. Shadows cast across the building are made by the Arthur Laing bridge which stretches over the former community of Eburne.



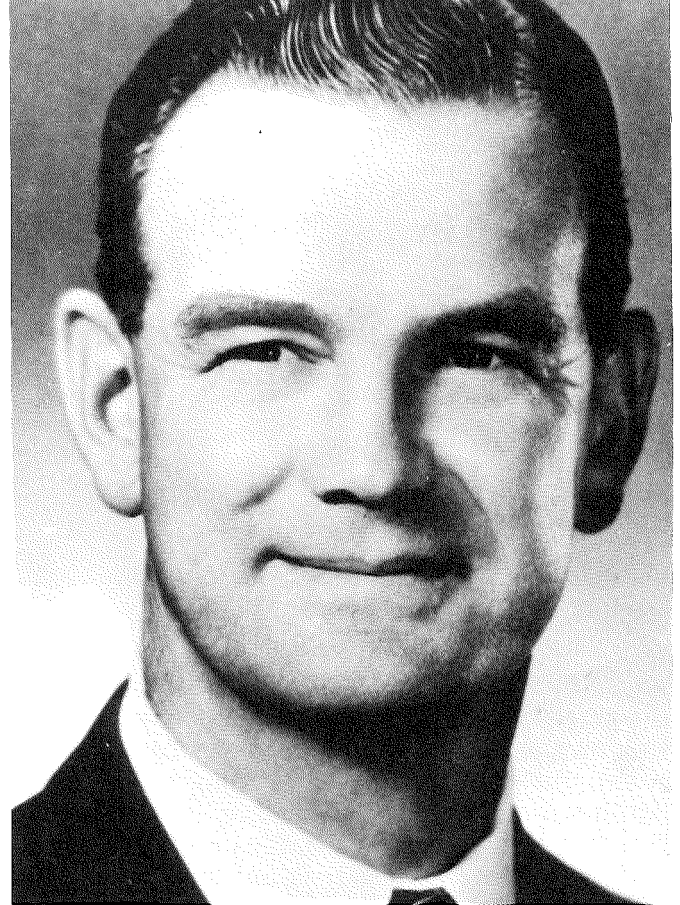
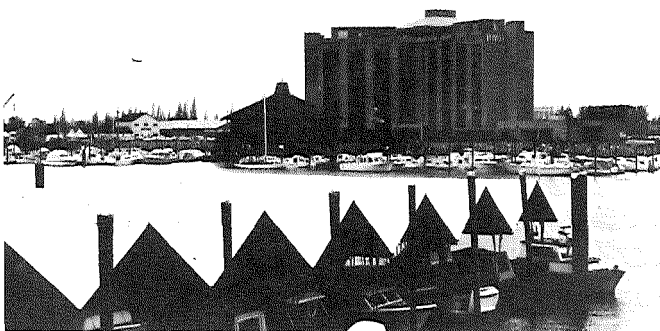


313. Reeve H.C. Cunningham

the hangars for Pacific Western and other smaller airlines have consumed the land on which Boyd and Kilgour once held council meetings, and Hugh McRoberts and the Grauer family once grew vegetables and raised cows.

To accommodate their need for space, the federal government sought to expropriate the farms and houses of Sea Island dwellers. Some landowners complied, selling their properties quickly and resettling elsewhere in Richmond, but other residents resisted, firmly standing their ground against the government's plans. Headlines such as "Fear, anger, greet takeover", "Sea Island property investigation hears another tale of owner's woe", and "Airport expansion to close historical store in Richmond", appeared in the news-

315. On the site of the Sea Island Presbyterian Church there now stands a hotel, formerly the Airport Hyatt renamed Delta's River Inn in 1979. In the foreground is a marina on the middle arm.

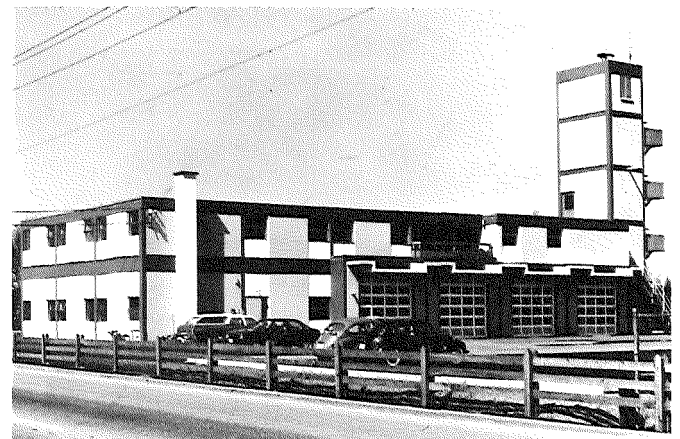


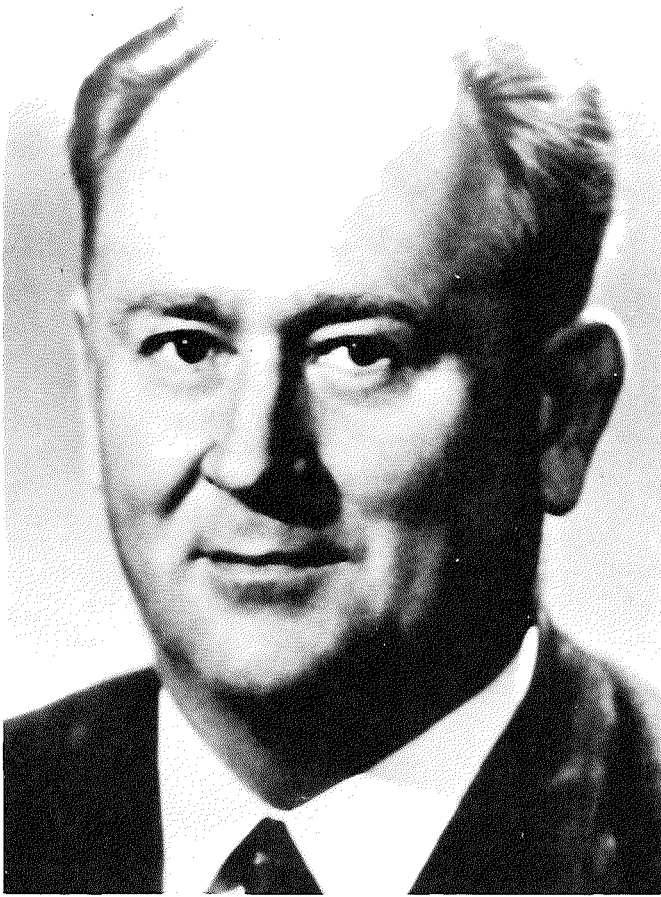
314. Reeve E.R. Parsons

papers.<sup>30</sup> But, gradually, the homes on Sea Island, from the beautiful McDonald and Laing farms to the post war Cora Brown subdivision, are being sold, and the battle for land they occupy is being settled in court.

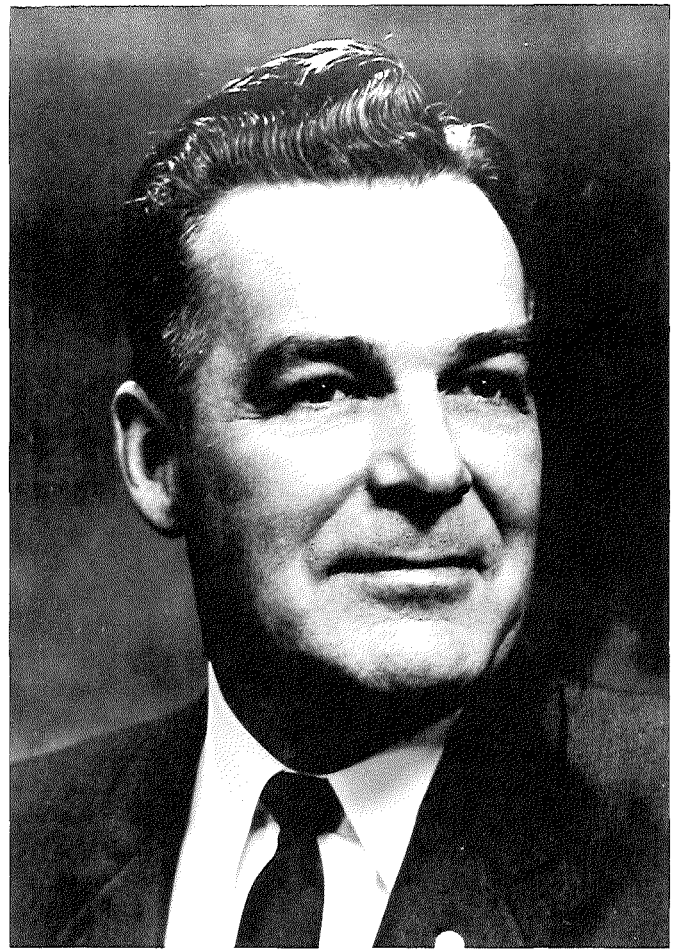
While the growth in population and business has created opportunities for expansion and development in Richmond, these opportunities have not been limitless. Each year, as the open spaces of the delta recede under a tide of condominiums and apartments, office buildings, stores, vast subdivisions of housing, and acres of parking lots, an inevitable confrontation of interests draws nearer. While Richmond's population soared to nearly 90,000 in the 1970s, agricultural production also grew, the tonnage per acre of vegetable and berry

316. Richmond Fire Hall No. 1 on Gilbert Road at Granville Avenue.





317. Reeve J. Stolberg



318. Mayor W.H. Anderson.

crops increasing with the implementation of new technology and farming skills.<sup>31</sup> The question remains, for how long can the municipality encourage and enjoy both? Clearly, this is a question which will continue to face Richmond's leadership.

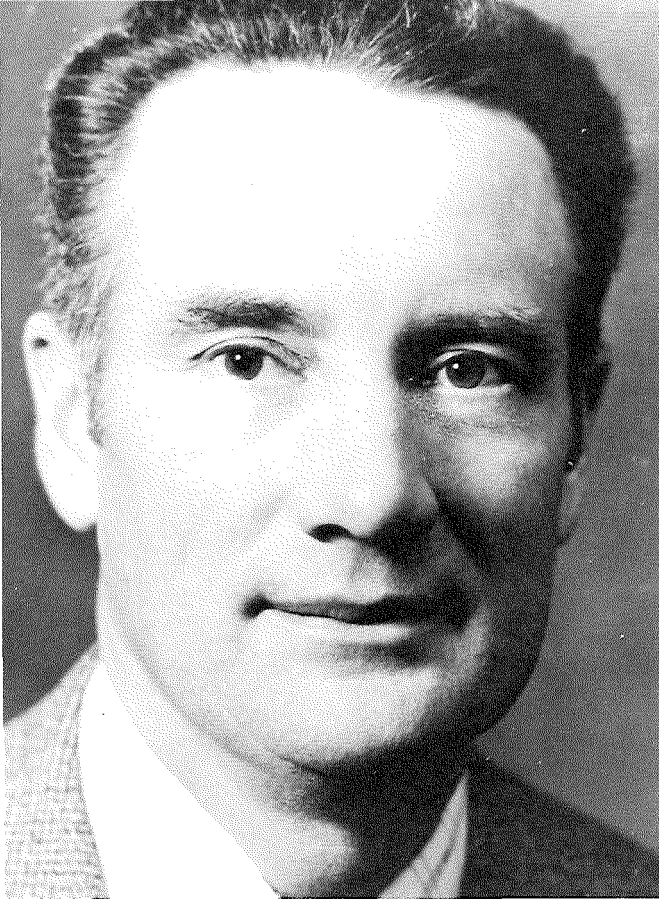
Continuing to direct the changes is the municipal council which, in the post war period, has been led by reeves R.M. Grauer, H.C. Cunningham, E.R. Parsons, J. Stolberg, and mayors W.H. Anderson, and G.J. Blair. Councillors with whom these men have served, including E.O. Cooney, R.G. Ransford, Matthew McNair, Douglas Savage, Alex Mudry, A. Blair, Mrs. Mary Cameron, S.V. Thomas, R.A. McMath, Mrs. E.M. Gunn, I.E. Cruickshank, G.S. May, Harold Steves, Ernie Novakowski, Irene Howard (Vennard), Ernie LeCours, Linda Cliff, and Kiichi Kumagai, have represented all shades of the spectrum of opinion in Richmond. And while all have served their municipality well, none have served longer in the post-war years than R.C. Palmer and T.M. Youngberg who acted as clerks for the municipal council for a combined total of twenty-nine years.<sup>32</sup>

No period in Richmond's history has been politically livelier, and the energy and conviction with which the issues have been debated reflect the number and variety of interests pursued throughout the municipality. To meet the increased demands of the community, small governmental adjustments have also been made. As a sign of the times, the title of reeve was changed to mayor in 1968, with W.H. Anderson serving as both the last reeve and the first mayor of the municipality and, in 1957 the position of chief administrative officer

was established to assist the mayor and council in carrying out their business and to coordinate the work of the municipal departments. T.M. Youngberg served as both the clerk and the first administrative officer. Soon, however the council's workload had become so great that the positions of municipal clerk and chief administrative officer had to be separated. Following Mr. Youngberg, in 1973 G.H. Carroll served as chief administrative officer while H.V. Porter served as municipal clerk. In 1977 G. Morris became Richmond's municipal clerk with W. H. Preston as chief administrative officer.<sup>33</sup>

Municipal growth is never wholly accomplished through the application of municipal funds alone. Many church, sports, and other social groups have also helped to organize and finance many of Richmond's social amenities and facilities. One very active group has been the Steveston Community Society formed in 1946 by several residents including Pete and Anna Rolston, William Rennison, Mrs. Sarah King, Austin Harris, Ray Kerfoot, and Donaldine Harris. In 1945, a Dominion Day Sports Day was held in Steveston to raise funds for recreational equipment and facilities. It was the success of this event that led to the formation of the society which was organized to improve and expand the festivities for the following year.

One of their proposals was for a contest to be sponsored by local merchants and the business community. Contestants were selected to represent the geographical areas of Richmond as well as the economic bases of the community. Eight princesses, the Cannery Princess, the Steveston



319. Mayor G.J. Blair



320. Municipal Clerk R.C. Palmer

Merchants Princess, the Brighthouse Princess, the Bridgeport Princess, the Frasea Farms Princess, the Sea Island Princess, the South Arm Princess and the East Richmond Princess, competed for the title of "Salmon Queen". With Miss Sophie Kuchma reigning as the first Queen the contest proved to be a great success.

In 1947, as a result of the funds received from the Salmon Queen Carnival, the Steveston Community Society purchased 3.55 acres of land on Moncton Street on which to build a community centre. After several years of fund raising and general hard work, the centre was opened on November 2, 1957.<sup>34</sup>

The contest became an annual event, and the festivities on the Dominion Day (July 1) holiday continue in Steveston with one notable change.

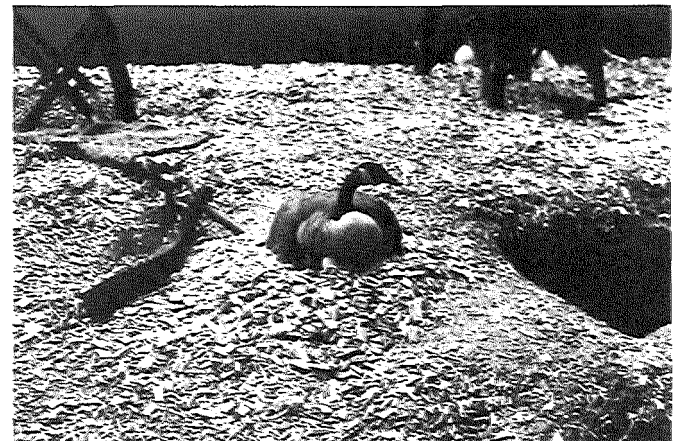
321. Fishing boats lined up at Steveston awaiting the fishing season.

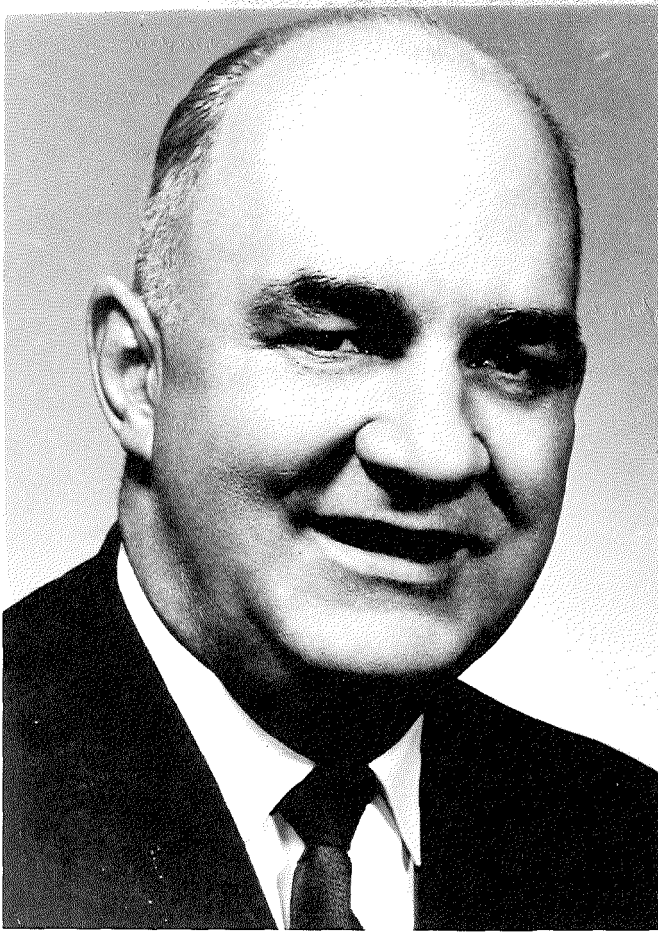


Following a change in management, the contest was placed in new hands, and although the festivities are still carried on in conjunction with the Salmon Festival, Miss Richmond now reigns in place of the Salmon Queen. That their festivities are still carried on is a tribute to the hard work and community spirit of Steveston's residents, and their efforts have inspired other communities as well to work toward the creation of recreational facilities in their areas. In the 1960s and 1970s, the South Arm, West Richmond, East Richmond, Hamilton, Thompson, and Sea Island Community Associations have established community halls and worked toward the provision of public parks.

Various sports groups have also been actively successful in updating and increasing the number of recreational facilities, and promoting first class

322. One of the municipality's more regular visitors.





323. Municipal Clerk and Chief Administrative Officer T.M. Youngberg. In these and other capacities Mr. Youngberg served the municipality for twenty-nine years.

competition. In addition to the trophies amassed by Richmond football and lacrosse teams, hockey, swimming, basketball, softball, soccer, and track and field honours have come to, and still await Richmond athletes. One group that has brought praise to Richmond is the Kajaks, a track and field club organized by two former Olympic athletes, Douglas and Diane Clement, and Kim Young. Their efforts have attracted other Olympic trainers, such as Harry Jerome, and world class contestants including Tom Howard, Marjorie Bailey, and Greg Joy.<sup>35</sup>

Service organizations which have been active in Richmond include the Lions and Lions Ladies Club, the Kiwanis, Rotary clubs, Demolay, the Kinsmen Foundation, the Red Cross, the Imperial

324. An interurban tram finished for the day — off to the car barns.



Order Daughters of the Empire (I.O.D.E.), the Jaycees and Jaycettes, Beta Sigma Phi, the Royal Antediluvian Order of Buffaloes, and the auxiliary to the Richmond General Hospital. These and many other groups have all contributed to improving the quality of life in Richmond by helping to provide for social services, health care, and related facilities. Two of the many examples of such work are the Kiwanis Court in Brighthouse, a housing project for senior citizens, and Lions Manor in Steveston. Since its founding in 1947, the Kiwanis Club of Richmond has also presented an annual good citizen award to those Richmond residents who have made a special contribution to their community.<sup>36</sup>

Joining these various clubs and organizations, church groups have also made important contributions to the social development of Richmond. A vast number of denominations, sects and faiths have become established in the municipality since the war, many of which, like their predecessors, began with only a handful of worshippers meeting in a member's home, or a school or community hall. The Trinity Lutheran Church (established in 1951) first met in the old Brighthouse race track clubhouse. St. Edwards Anglican (est. 1952) met in army huts. Rose of Sharon Baptist Church (est. 1962) met in a Lions Club room before moving to a Legion Hall. The Christian Reformed Church (est. 1957) used the facilities of the Richmond United Church until their own building was completed. Christian Scientists met at the Oddfellows Hall.

325. A new era in commuter transportation - a B.C. Electric bus meets the last interurban tram, 1958.

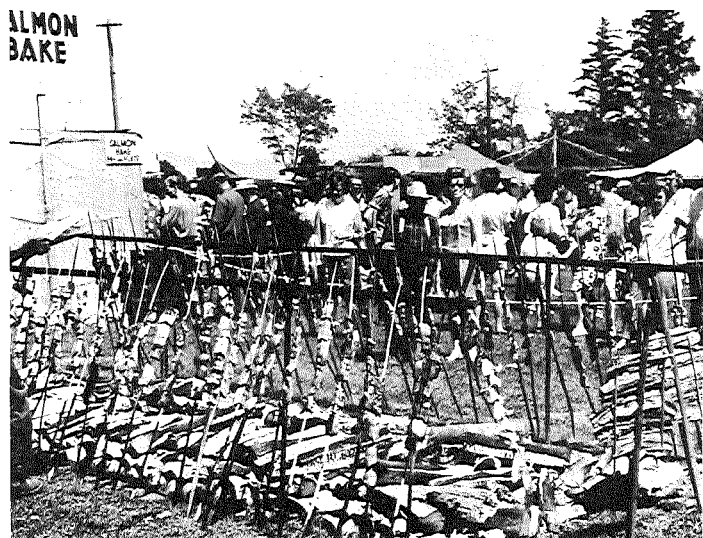




326. One of the many floats in the July 1 parade.



327. A new Salmon Queen addresses her subjects.

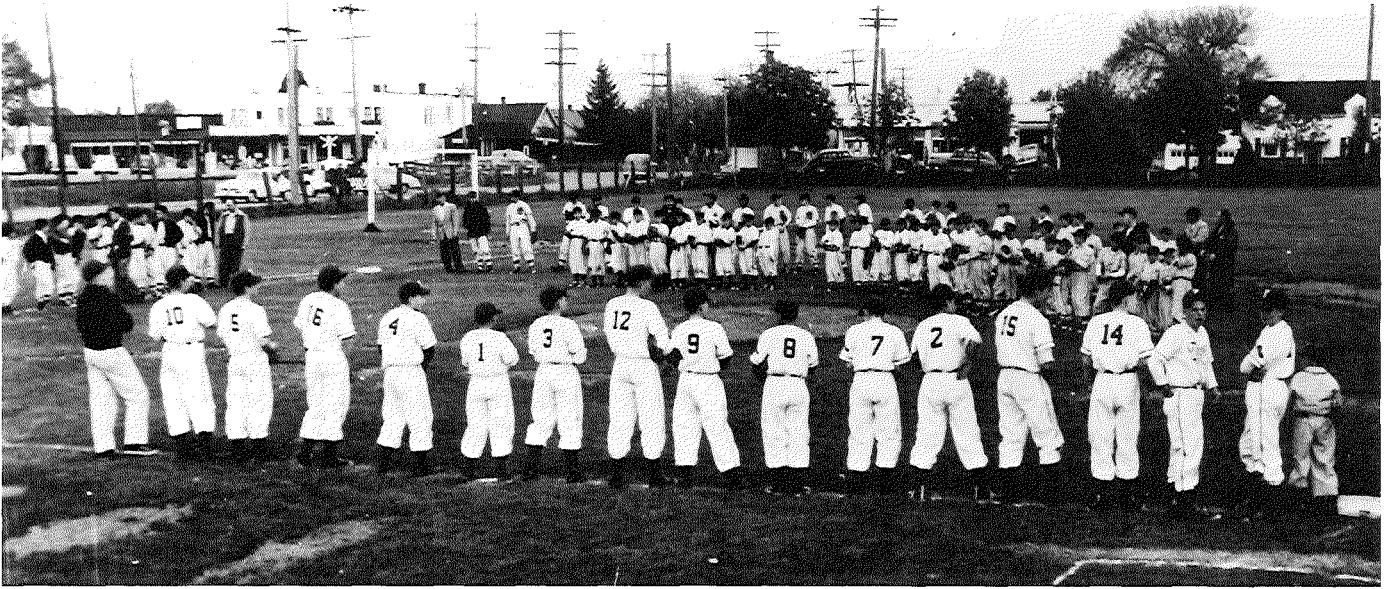


328. The salmon bake organized by the Steveston Community Society and the Richmond Rod and Gun Club.

The Church of God (est. 1946) held meetings in a converted chicken coop. The congregation of the Mennonite Prince of Peace Church (est. 1958) assembled at the Steveston Community Hall, and the Richmond Baptist Church (est. 1958) used a large garage. Other congregations, including Gilmore Park United (est. 1959), the Church of the Nazarene (est. 1955), the Church of Jesus Christ of Latter Day Saints (est. 1959), Broadmoor Baptist (est. 1958), and Towers Baptist (est. 1960) all met in

Richmond schools before establishing their own halls and churches.<sup>37</sup>

Other religious groups include the Richmond and Delta Jewish Community Association, the Richmond Alliance Church, the Mennonite Brethern Church, Ismaili Sect, Faith Evangelical Church, Evangelical Covenant, Bahai World Faith, the Airport Interfaith Ministry, Bakerview Gospel Chapel, the Steveston Gospel Chapel, West Richmond Gospel Hall, and the Salvation Army. Ad-



329. Opening ceremonies of the Juvenile B Baseball League, Brighthouse Park, 1955. The four teams in the league were: Richmond Lions Club, Brighthouse Hardware, Richmond Plumbing and Heating and Richmond Firemen. The park is situated at the corner of No. 3 Road and Granville Avenue.

330. The Richmond Lacrosse Team of 1947.







331. The union of Steveston United Church's Japanese and white congregations, June 1953.



332. Jack Cook (left) receiving the Richmond Good Citizen Award from Kiwanian Jack Gollner, 1955.

333. Richmond's entrants into the Guinness Book of World Records, 1979 — the fastest around the world airplane travellers.



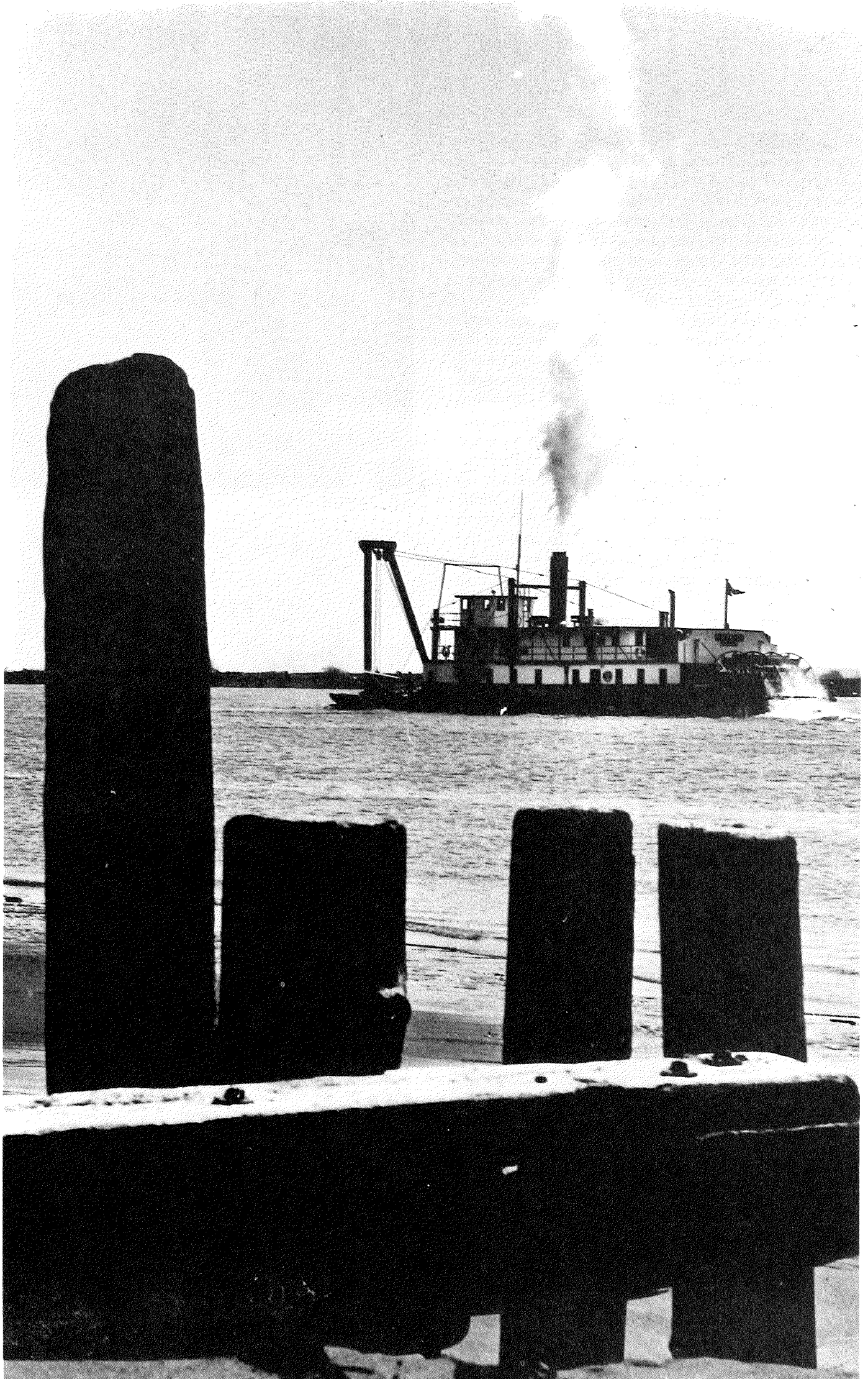
ded to this list are Richmond's long established churches which have also grown and prospered. In 1953, the Japanese and white congregations of the United Church in Steveston joined to become a single congregational body, Steveston United Church.<sup>38</sup> The same year, on Sea Island, Sea Island United Church was formed, and five years later, as their predecessors had done sixty years before, the congregation gathered to raise a new church building.

With no Presbyterian churches in Richmond after the 1925 church union, worshippers not wishing to join the United church had to travel to Vancouver or other municipalities for services. It was not until 1960 that a new Richmond Presbyterian congregation assembled, holding services in the United Church at Cambie and River Roads until 1962 when their own church was completed on No. 2 Road. Richmond Presbyterians were able to use the United Church because the united congregation had undertaken the construction of a new building of their own in 1960, east on Cambie Road. The municipality, in addition to renting the manse, also leased the church hall to the Richmond Rod and Gun Club. In 1974 Brighthouse United Church reopened on Bennett Road after being moved from Granville Avenue.<sup>39</sup>

The continued growth of religious groups in Richmond, representing a wide variety of faiths and nationalities, has been an important factor in the fostering of community cohesion. Just as the Ukrainian Catholic Church had been established to serve its particular cultural group, the St. Monica Augustinian Fathers Catholic Church was created to serve German speaking residents. The Christian Reformed Church serves a largely Dutch congregation, and the congregation of Trinity Lutheran Church includes many individuals of Scandinavian descent.

The trend toward community involvement has also stimulated the formation of two umbrella groups, the Community Arts Council and the Community Services Council, which represent a large number of smaller groups. The Arts Council supports the work of potters, writers, amateur historians, and dance and theatre groups. The Service Council coordinates a crisis centre, a drug abuse programme, Block Mothers, Big Brothers, a women's centre, and a volunteer centre. With each year this list grows.<sup>40</sup>

As mentioned earlier, the number of children attending Richmond schools grew considerably after the war, and the total number of teachers rose to nearly one thousand in the 1970s, a far cry from the handful of instructors who watched over students in Richmond's earliest days. In spite of their increased numbers, many teachers still became familiar and well known figures, often teaching the same students over several years, usually in sev-

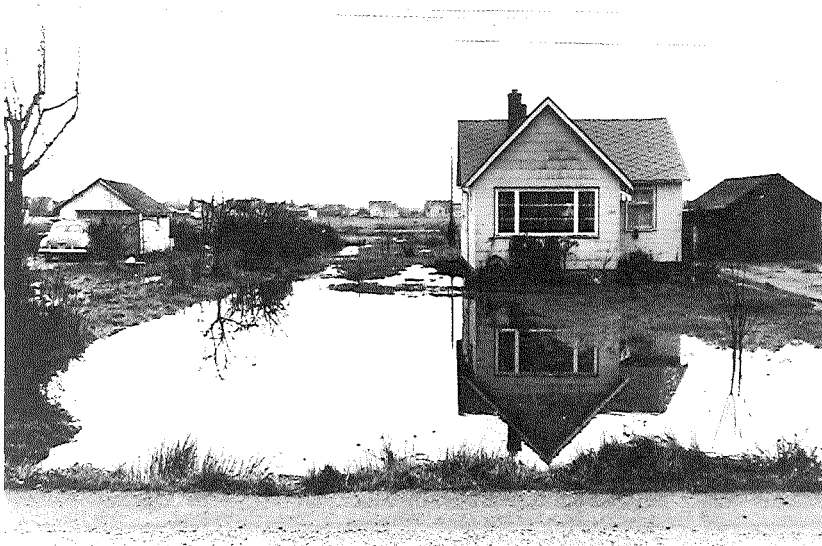


eral subjects. More recently, however, with the growing need for specific skills from business accounting to metal working, the trend has been toward specialization. With proficient teachers, adequate facilities and equipment, and a wide variety of courses, programmes, and activities, the goal has become to introduce and prepare students for the increasing complexity and variety of Richmond's social and vocational needs.

Changes in long range educational and vocational goals and the establishment of new curricula and programmes, along with fluctuations in enrollment and shifts in population concentration, have significantly altered the nature of education in Richmond. Often influenced by economic trends, generally speaking, this has been a period of adjustment. While a rapid increase in population and school enrollment, placing a strain on staff, materials, and facilities, led to the establishment of new secondary and elementary schools in the Brighthouse area, just a few miles away, the eastern portion of the municipality experienced a relative decline in growth and a slowdown in school construction. This period also saw the establishment of three independent schools, the Richmond Christian Reformed Elementary School, followed by St. Paul's and the Seacliff Christian School.<sup>41</sup>

In 1946, Lord Byng, an important school in the Steveston area, was damaged by fire, leaving students with only the annex and the original building in which to attend classes. To better utilize the limited facilities, the students were divided into shifts while the community gathered funds to rebuild the school. Thirty years later, the R.C. Palmer School was forced to employ similar tactics after a fire ripped through their building as well.<sup>42</sup>

337. Richmond in flood.



335. Flooded acreage.



336. Aftermath of heavy winter rains.

Schools built before the Second World War also underwent significant change. In 1952, Richmond High School moved to a new building on Foster Road, and its former premises became the home of Cambie Junior Secondary School. Sea Island School was taken over by the Richmond School Board, and additions and extensions were made to the East Richmond and Mitchell Schools. In 1948, after many years of service to many students, the English School on the south arm was closed and demolished, and only the General Currie School, built in 1919, remained in its original state. To mark the importance of education in Richmond and the only school of over fifty years in age still in its original state, the General Currie School was declared an historic site by the school board and municipal council.<sup>43</sup>

Indeed, by the end of Richmond's first

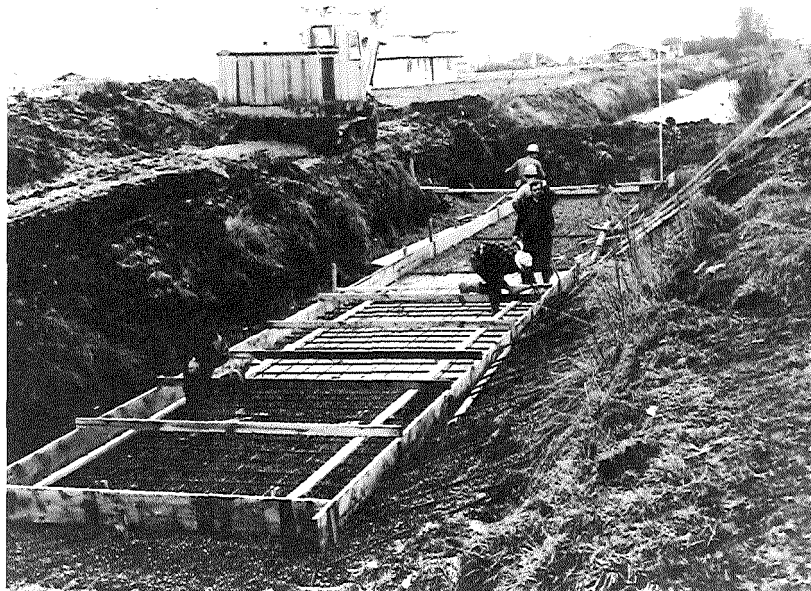
century, many sites and landmarks have disappeared or been dramatically changed, and not the least among them is the delta itself. While *men* have altered the delta, building and developing, dredging the north and middle arms of the river to join small islands, and bracing its banks along the south arm with rocks and concrete to protect the channel for ships traveling up to New Westminster, the *river* itself has remained the major force. Although protected by massive dykes and drainage canals, the delta must at times still face the rage of the Fraser. One such occasion arose in 1948.

In May, following a harsh winter, the flow of the river through the Fraser Canyon, one hundred miles from the mouth, was building. On May 30, the dyke at Matsqui broke, warning the delta lowlands of the possible crisis ahead, and volunteer groups joined the armed forces led by Captain Murchison and Lieutenant Colonel D.M. Clark to stand vigil by the Lulu Island dykes. Organizing the volunteers were Archie Blair (between Nos. 2 and 4 Roads), Leslie Gilmore (Nos. 4 and 6 Roads), Matthew McNair (Nos. 6 and 7 Roads), Andy Gilmore (Nos. 7 and 9 Roads), E. Camcross (No. 9 Road to Hamilton), Bob Ransford (Hamilton to the western boundary), and Doug Savage (the northern boundary to No. 8 Road). While Jerry Richards dispatched the volunteers, Reeve Grauer directed the operations and the flood passed without doing much damage. Only 100 feet of dyke just east of the Canada Rice Mill on Lulu Island was broken, but further up the Fraser Valley 55,000 acres and 82 bridges had been washed out with damages totaling \$15 million. Another flood in 1952 washed out the flood box at Finn Slough and damaged the dyke at Woodward's landing.<sup>44</sup>

While fortifications have now diminished the danger of such onslaughts, the fate of the delta will always remain linked to the river. Literally the

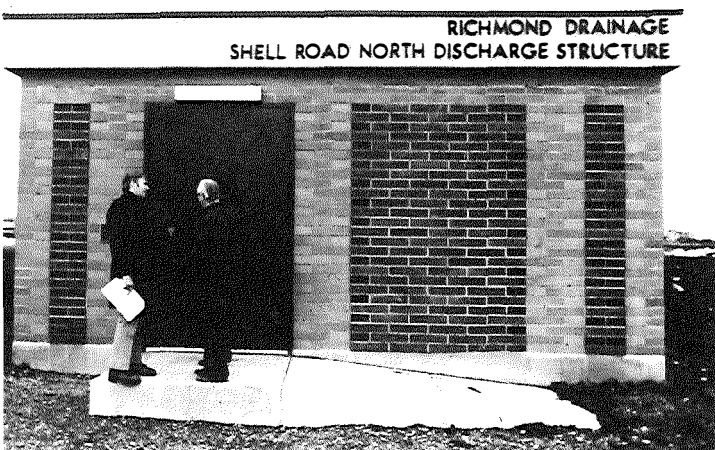


338. Dredging ditches for new canals.



339. A drainage canal under construction.

340. Municipal works.



foundation of the municipality and the stage on which growth and development have been played out, it serves as the fundamental link between the past and the future. Although men and women have cultivated its soil and continue to build upon its flats, the delta was born of the river, a fact that can never be wholly escaped. From the times before habitation, through the days of Hugh McRoberts to this moment, and into the future, the force of the river remains.

Like the river, whose influence is often overshadowed by the complexities of a modern world, Richmond's past cannot be forgotten or escaped. Perhaps, when considered in this light, it is appropriate that Sturgeon Banks on the western shore of Lulu Island, once proposed as the site of a marina and boat landing, remains as a foreshore

wildlife area and a reminder of our link with a wilder past. In many ways, both in fact and spirit, the municipality and the river share a legacy, and as Richmond heads into its second century it is appropriate to contemplate these words of Bruce Hutchison:

*Thus past the busy port of New Westminster, across the delta of its own making, by three separate channels heavy with its silt, this weariest river moves somehow safe to sea. The journey has been long and laborious. The Fraser has traveled nearly a thousand miles. It has drained two mountain ranges and 91,000 square miles of land . . . It has*

*laid the alluvial site . . . Its power has lighted this city and propelled most of Canada's industry west of the Rockies. Its waters have irrigated a hundred thousand acres. Its silt has provided some of the most fertile farm land in the world. It has altered . . . the course of man's life in [North] America. Even on the sea it has left its indelible mark, a gout of brown smeared for miles across the green salt waters, as if the Fraser were loath to die.<sup>45</sup>*

In some great sense then, we are all children of the Fraser, in our accomplishments, our spirit, and our endurance.







342. On Saturday, June 16, 1979 the Richmond '79 Centennial Society and The Corporation of the Township of Richmond honoured Richmond's pioneers with the "Pioneer Recognition Social." The Centennial Society located and invited 259 pioneers who had lived in Richmond for 60 years or longer, and more than 700 people were present to honour the 171 pioneers who attended the social. Each of the 259 pioneers were given a sterling silver pin as well as an individually inscribed scroll thanking them for their contributions to Richmond. Following the presentations, the pioneers posed for a group photograph to commemorate the social. Also included in the photograph by special invitation are several long-time Richmond residents.

Bottom Row - left to right

1. Madeleine Burdett, 2. Fanny Stuchberry, 3. George Parker, 4. Gladys Parker, 5. Matsue Tamemoto, 6. Tetsuo Tamemoto, 7. Louise Wallin, 8. Meryl Shaner, 9. Roy Ikari, 10. James A. Udy, 11. Rose Smith, 12. Robert A. Smith, 13. John Bouchard, 14. David Gilmore, 15. Percy Simpson, 16. Edward Simpson, 17. Hideo Kokubo, 18. Sadajiro Asari, 19. Sam Gilmore, 20. Beatrice Leslie, 21. Stan Leslie, 22. Herb Marrington.

Row 2

1. Wilfred Gilmore, 2. Tom Howard, 3. Walter Jacobson, 4. Dr. Charles Graves, 5. Isabell Graves, 6. Noboru Shiyoji, 7. Yoshie Uyeyama, 8. Ume Shiyoji, 9. Kazue Oye, 10. Mary Fenby, 11. Lester Mitchell, 12. Edward Buettner, 13. Rita Lawrence, 14. Rose Gollner, 15. James leNobel, 16. Violet Flury, 17. Grier Bath, 18. Kiyoko Hamade, 19. Aiko Suzuki, 20. Unosuke Sakamoto, 21. Kamekichi Otsu, 22. Rintaro Hayashi, 23. Clara Savage.

Row 3

1. Fukujiro Koyama, 2. Hayao Hirota, 3. Rokuhei Konishi, 4. Sonoye Kariya, 5. Yoshio Yamamoto, 6. Alvin Jacobson, 7. Celia Jacobson, 8. Elizabeth Slater, 9. Edith Johnson, 10. Ed Newson, 11. Mabel Blair, 12. Archie Blair, 13. Sarah Tait, 14. Janet Tait, 15. Elizabeth Conner, 16. Lewis Faulkner,



17. Oliver Hall, 18. Carl Grauer, 19. Harry May, 20. Kenji Atagi, 21. Bill Easterbrook, 22. Doug Savage, 23. Marjorie Savage, 24. Arthur Savage, 25. Earle Davis.

Row 4

1. Bert Hall, 2. Gertrude Hall, 3. Gladys McRostie, 4. Iris Hird, 5. Greta Cheverton, 6. Adele Jarvis, 7. Evaline Mort, 8. Isabelle Nickerson, 9. William Deagle, 10. Ralph Magar, 11. George Mackey, 12. Shinichi Nakade, 13. Robert J. Kosaka, 14. Eric McClelland, 15. Charles Gillespie, 16. Roy Minler, 17. Arthur Minler, 18. William Hunter, 19. Shozo Sakata, 20. Kazuko Sakata, 21. Shizue Morishita, 22. Kazuo Kimura, 23. Hisao Atagi, 24. Asao Sakata, 25. Hitoshi Tanaka.

Row 5

1. Vera Simmons, 2. Gordon McConnell, 3. John Blair, 4. Elizabeth Hawthorne, 5. Lillian Blair, 6. May Parker, 7. Keith Lockett, 8. Eylene Harris, 9. Mary Gallier, 10. Sadie Boyd, 11. Isamu Matsuzaki, 12. Misao Matsuzaki, 13. Shizuye Yonemoto, 14. Goichiro Yonemoto, 15. George Smillie, 16. Harry Gilmore, 17. Emily Buchan, 18. Henry Anderson, 19. Alice McKay, 20. Gordon McKay, 21. Beulah Bothwell, 22. Lizzie MacLeod, 23. Chiyoko Sakata, 24. Fumie Hayashi, 25. Melburn Mitchell, 26. Marie Mitchell.

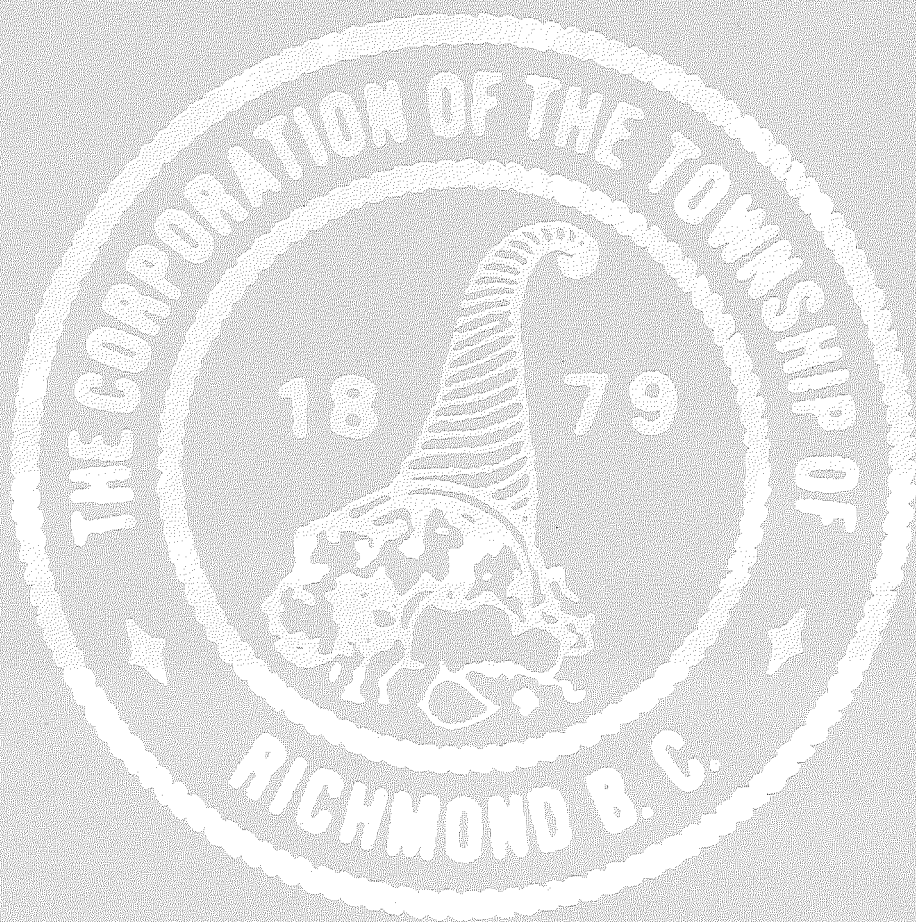
Row 6

1. Mary Armstrong, 2. Mary Johnston, 3. George Milne, 4. Harry Hing, 5. Flora York, 6. Yukio Frank Higo, 7. James Hing, 8. Alex Ross, 9. Bob Bridge, 10. Norval McDonald, 11. Josephine Reid, 12. Amy Muir, 13. Ruth Mosley, 14. Gladys May, 15. Alberta Hall, 16. Christine McKinney, 17. Yoneichi Sakai, 18. Kaoru Atagi, 19. Duncan McDonald, 20. Ralph McDonald, 21. Donald McKay, 22. Evelyn McKay, 23. Ted Hinchcliffe, 24. Dorothy Elston.

Top Row

1. Richard Van Vorst, 2. Harry Hartin, 3. Pearl Ulmer, 4. Umanosuke Suzuki, 5. Chikae Nakano, 6. Binosuke Higo, 7. Fumiko Higo, 8. Barbara Olafsen, 9. Esther Baldwin, 10. Chikuo Okamoto, 11. Tamiko Katai, 12. Les Grauer, 13. Cline Hoggard, 14. Leleah Ireland, 15. Lottie Dixon, 16. Dorothy Lanoville, 17. Joe Lanoville, 18. Florence Featherstone, 19. Herb Featherstone, 20. John Olafsen, 21. Eric Anderson, 22. Ralph Fisher, 23. Richard Laing, 24. Grace Laing, 25. Vera O'Dell, 26. Tom Jacobson.





# Municipal Councils

## Appendix I

In the one hundred years since incorporation, the basic function and structure of the municipal council have not varied to any great extent. Changes in powers, municipal boundaries, and funding are governed by the Municipality Act. The Act, in turn, is administered by the provincial government whose municipal affairs department has often been combined with other offices or departments.

A variety of research materials have been used to compile the following table. They include the minutes of the municipal council, files of the office of the municipal clerk, newspaper accounts, and taped interviews with former councillors and reeves. Due to variations in these sources, the table may bear small inconsistencies, as in the spelling of certain names. This has been noted where possible. Also, for the year of 1880, the first reeve, Hugh Boyd, was called "warden", a practice which stopped after one year although Boyd went on to serve several terms.

<b>1880</b> <b>Reeve</b> Hugh Boyd <b>Councillors</b> Alexander Kilgour James Miller W.J. Scratchley J.G. Smith Manoah Steves Robt. Wood <b>Clerk</b> Samuel Miller	<b>Clerk</b> S. Miller  <b>1884</b> <b>Reeve</b> H. Boyd Thos. Kidd (Sept.)  <b>Councillors</b> A.H. Daniels T. Kidd A. Kilgour (Sept.) Wm. H. London D. McDonald Hector McDonald (Sept.) Wm. McMyn D. Reid W.H. Rowling  <b>Clerk</b> Orison David Sweet	<b>1887</b> <b>Reeve</b> J.W. Sexsmith (T. Kidd) <b>Councillors</b> A. Kilgour T.D. Lindsay W.H. London Wm. Nicol J. Quigley Daniel Woodward (Sept.) <b>Clerk</b> O.D. Sweet	<b>Clerk</b> O.D. Sweet  <b>1891</b> <b>Reeve</b> J.W. Sexsmith <b>Councillors</b> W.B. McMyn Wm. Nicol <sup>1</sup> J. Quigley W.H. Steves <b>Clerk</b> O.D. Sweet
<b>1881</b> <b>Reeve</b> H. Boyd <b>Councillors</b> John Errington John Ferguson Thos. Kidd J. Miller W.J. Scratchley J.G. Smith <b>Clerk</b> S. Miller	<b>1885</b> <b>Reeve</b> T. Kidd <b>Councillors</b> John Brock A.H. Daniels A. Kilgour W.H. London H. McDonald Wm. McMyn D. Reid <b>Clerk</b> O.D. Sweet	<b>1888</b> <b>Reeve</b> T. Kidd <b>Councillors</b> Wm. Beckman A. Kilgour J. Quigley D. Reid H. Youdall <b>Clerk</b> O.D. Sweet	<b>1892</b> <b>Reeve</b> J.W. Sexsmith <b>Councillors</b> T. Kidd James Mellis Alex Mitchell Wm. Nicol W.H. Steves <b>Clerk</b> Thos. McRae
<b>1882</b> <b>Reeve</b> H. Boyd <b>Councillors</b> Angus Fraser T. Kidd David Reid J.G. Smith <b>Clerk</b> S. Miller	<b>1886</b> <b>Reeve</b> Michael Clarke <b>Councillors</b> A.H. Daniels A. Kilgour W.H. London Joseph Quigley C.H. Tiffin <b>Clerk</b> O.D. Sweet	<b>1889</b> <b>Reeve</b> T. Kidd <b>Councillors</b> John Blair A.H. Daniels B.W. Garratt D. Reid Wm. F. Stewart <b>Clerk</b> O.D. Sweet	<b>1893</b> <b>Reeve</b> B.W. Garratt <b>Councillors</b> John Blair A.H. Daniels Edward Hunt T. Kidd Duncan McDonald <b>Clerk</b> T. McRae
<b>1883</b> <b>Reeve</b> H. Boyd <b>Councillors</b> Samuel Brighthouse J. Errington T. Kidd Wm. H. London Duncan McDonald Geo. Wilkins		<b>1890</b> <b>Reeve</b> J.W. Sexsmith <b>Councillors</b> J. Blair J.T. Errington B.W. Garratt Geo. E. Magee Jas. Whiteside	<b>1894</b> <b>Reeve</b> B.W. Garratt <b>Councillors</b> A.H. Daniels T. Kidd D. McDonald Duncan Rowan Michael Brighthouse Wilkinson <sup>2</sup>

**Clerk**  
R.H. McClinton

**1895**

**Reeve**  
B.W. Garratt  
**Councillors**  
M.B. Wilkinson  
A.H. Daniels  
T. Kidd  
D. McDonald  
D. Rowan

**Clerk**  
A.B. Dixon

**1896**

**Reeve**  
Duncan Rowan  
**Councillors**  
A.H. Daniels  
Geo. S. Dutcher<sup>3</sup>  
B.W. Garratt  
T. Kidd  
Joseph Wm. Miller

**Clerk**  
A.B. Dixon

**1897**

**Reeve**  
D. Rowan  
**Councillors**  
J. Blair  
Robt. P. Carter  
T. Kidd  
J.W. Miller  
A. Mitchell

**Clerk**  
A.B. Dixon

**1898**

**Reeve**  
D. Rowan  
**Councillors**  
J. Blair  
Edward Hunt  
J.W. Miller  
A. Mitchell  
Rice Rees

**Clerk**  
A.B. Dixon

**1899**

(same as 1898)

**1900**

**Reeve**  
Michael Brighthouse Wilkinson  
**Councillors**  
E. Hunt  
R. McBride  
A. Mitchell  
R. Rees  
G. Satchell

**Clerk**  
A.B. Dixon

**1901**

**Reeve**  
D. Rowan  
**Councillors**  
E. Hunt  
Wm. Nicol  
R. Rees  
T. Smith

**Clerk**  
A.B. Dixon

**1902**

**Reeve**  
D. Rowan  
**Councillors**  
Robt. Gordon  
E. Hunt  
Wm. Nicol  
R. Rees  
W.J. Scratchley

**Clerk**  
A.B. Dixon

**1903**

**Reeve**  
James Tuttle  
**Councillors**  
R. Gordon  
Wm. Nicol  
R. Rees  
W.J. Scratchley

**Clerk**  
A.B. Dixon

**1904**

**Reeve**  
J. Tuttle  
**Councillors**  
R. Gordon  
Wm. Nicol  
W.J. Scratchley  
Jas. Whiteside

**Clerk**  
A.B. Dixon

**1905**

**Reeve**  
J. Tuttle  
**Councillors**  
R. Gordon  
Jacob Grauer  
H.M. Tiffin  
W.S. Trites  
J.J.C. Twigg<sup>4</sup>

**Clerk**  
A.B. Dixon

**1906**

**Reeve**  
J. Tuttle  
**Councillors**  
A.B. Atkinson  
R. Gordon  
J. Tilton  
J.J.C. Twigg  
Wm. Williamson

**Clerk**  
A.B. Dixon

**1907**

**Reeve**  
E. Hunt  
**Councillors**  
A.B. Atkinson  
A.B. Dixon  
J. Tilton  
Frank N. Trites  
Wm. Williamson

**Clerk**  
Samuel Shepherd

**1908**

**Reeve**  
Wm. Bridge  
**Councillors**  
R.L. Chaldecott  
J. McCallan  
R.J. Tait  
J. Tilton  
F.N. Trites

**Clerk**  
S. Shepherd

**1909**

**Reeve**  
W. Bridge  
**Councillors**  
R.L. Chaldecott  
J. McCallan  
R. Rees  
R.J. Tait  
F.N. Trites

**Clerk**  
S. Shepherd

**1910**

(same as 1909)

**1911**

**Reeve**  
W. Bridge  
**Councillors**  
Henry Fentiman  
Wm. Gay  
J. McCallan  
J. Miller  
F.N. Trites

**Clerk**  
S. Shepherd

**1912**

**Reeve**  
W. Bridge  
**Councillors**  
H. Fentiman  
W. Gay  
J. McCallan  
J. Miller  
Samuel Shepherd

**Clerk**  
C.L. Blight

**1913**

(same as 1912)

**1914**

**Reeve**  
W. Bridge  
**Councillors**  
H. Fentiman  
Thos. C. Foster  
W. F. Howell  
John McCallan  
R. Rees

**Clerk**  
G.S. Willson

**1915**

**Reeve**  
W. Bridge  
**Councillors**  
T.C. Foster  
W.F. Howell  
J. McCallan  
Wm. M. Oldfield  
R. Rees

**Clerk**  
G.S. Willson

**1916**

**Reeve**  
W. Bridge  
**Councillors**  
D.E. McKay  
J. Miller  
Wm. M. Oldfield  
R. Rees  
Frederick A. Tomsett

**Clerk**  
S. Shepherd

**1917**

**Reeve**  
John Tilton  
**Councillors**  
J. Miller  
D.E. McKay  
W.M. Oldfield  
D.M. Webster  
F.A. Tomsett

**Clerk**  
S. Shepherd

**1918**

**Reeve**  
John Tilton  
**Councillors**  
J. Mackie  
D.E. McKay  
W.M. Oldfield  
D.M. Webster  
F.A. Tomsett

**Clerk**  
S. Shepherd

**1919**

**Reeve**  
John Tilton

**Councillors**  
J. Mackie  
D.E. McKay  
W.M. Oldfield  
D.M. Webster  
F.A. Tomsett  
**Clerk**  
S. Shepherd

**1920**  
**Reeve**  
Wm. Bridge

**Councillors**  
J. Mackie  
D.E. McKay  
Wm. M. Oldfield  
D.M. Webster  
**Clerk**  
S. Shepherd

**1921**  
**Reeve**  
John Tilton  
**Councillors**  
J. Mackie  
D.E. McKay  
Charles Martin  
D.M. Webster  
F.A. Tomsett

**Clerk**  
S. Shepherd

**1922**  
**Reeve**  
John Tilton  
**Councillors**  
J. Mackie  
D.E. McKay  
C. Martin  
R. Rees  
F.A. Tomsett  
**Clerk**  
S. Shepherd

**1923**  
**Reeve**  
John Tilton  
**Councillors**  
J. Mackie  
John Cook  
C. Martin  
Rice Rees  
F.A. Tomsett  
**Clerk**  
S. Shepherd

**1924**  
**Reeve**  
John Tilton  
**Councillors**  
J.W. Miller  
J. Cook  
Thos. Howard  
R. Rees  
Jms. W. Lockhart

**Clerk**  
S. Shepherd

**1925**  
**Reeve**  
John Tilton  
**Councillors**  
J.W. Miller  
J. Cook  
T. Howard  
R. Rees  
J.W. Lockhart  
**Clerk**  
S. Shepherd

**1926**  
**Reeve**  
J.W. Miller  
**Councillors**  
W.A. Hayward  
J. Cook  
T. Howard  
R. Rees  
J.W. Lockhart  
**Clerk**  
S. Shepherd

**1927**  
**Reeve**  
J.W. Miller  
**Councillors**  
W.A. Hayward  
J. Cook  
T. Howard  
Herbert C. Murrington  
J.W. Lockhart  
**Clerk**  
S. Shepherd

**1928**  
**Reeve**  
J.W. Miller  
**Councillors**  
W.A. Hayward  
J. Cook  
T. Howard  
H.C. Murrington  
J.W. Lockhart  
**Clerk**  
S. Shepherd

**1929**  
**Reeve**  
F.A. Tomsett  
**Councillors**  
W.A. Hayward  
J. Cook  
T. Howard  
H.C. Murrington  
T.C. Foster  
**Clerk**  
S. Shepherd

**1930**  
**Reeve**  
R.M. Grauer

**Councillors**  
W.A. Hayward  
J. Cook  
T. Howard  
H.C. Murrington  
J.W. Lockhart  
**Clerk**  
S. Shepherd

**1931**  
**Reeve**  
R.M. Grauer  
**Councillors**  
W.A. Hayward  
J. Cook  
T. Howard  
H.C. Murrington  
J.W. Lockhart  
**Clerk**  
S. Shepherd

**1932**  
**Reeve**  
R.M. Grauer  
**Councillors**  
W.A. Hayward  
J. Cook  
Archibald Blair  
H.C. Murrington  
J.W. Lockhart  
**Clerk**  
A.J. Moffatt

**1933**  
**Reeve**  
R.M. Grauer  
**Councillors**  
J. Cook  
T. Howard  
W.E. Beecham  
J.W. Lockhart  
**Clerk**  
A.J. Moffatt

**1934**  
**Reeve**  
R.M. Grauer  
**Councillors**  
E. Cooney  
J. Cook  
T. Howard  
W.E. Beecham  
J.W. Lockhart  
**Clerk**  
A.J. Moffatt

**1935**  
**Reeve**  
R.M. Grauer  
**Councillors**  
J. Cook  
E. Cooney  
J.E. Hart  
T. Howard  
R.H. Spire

**Clerk**  
A.J. Moffatt

**1936**  
**Reeve**  
R.M. Grauer  
**Councillors**  
E. Cooney  
J.E. Hart  
T. Howard  
W. McKenzie  
R.H. Spire  
**Clerk**  
A.J. Moffatt

**1937**  
**Reeve**  
R.M. Grauer  
**Councillors**  
J. Cook  
E. Cooney  
W.J. Deagle  
W. McKenzie  
R.H. Spire  
**Clerk**  
A.J. Moffatt

**1938**  
(same as 1937)

**1939**  
(same as 1937)

**1940**  
**Reeve**  
R.M. Grauer  
**Councillors**  
J. Cook  
E. Cooney  
W. McKenzie  
F.S. Siddall  
R.H. Spire  
**Clerk**  
A.J. Moffatt

**1941**  
**Reeve**  
R.M. Grauer  
**Councillors**  
J. Cook  
E. Cooney  
W. McKenzie  
W.L. Petts  
R.H. Spire  
**Clerk**  
A.J. Moffatt

**1942**  
**Reeve**  
R.M. Grauer  
**Councillors**  
J. Cook  
E. Cooney  
W. McKenzie  
R.H. Spire  
S.V. Thomas

**Clerk**  
A.J. Moffatt

**1943**  
**Reeve**  
R.M. Grauer  
**Councillors**  
A. Blair  
J. Cook  
E. Cooney  
W. McKenzie  
R.H. Spires  
S.V. Thomas  
**Clerk**  
Robert C. Palmer

**1944**  
**Reeve**  
R.M. Grauer  
**Councillors**  
A. Blair  
J. Cook  
R. H. Spires  
F.R. Tapp  
S.V. Thomas  
**Clerk**  
Robert C. Palmer

**1945**  
**Reeve**  
R.M. Grauer  
**Councillors**  
E. Cooney  
H.C. Cunningham  
S.V. Thomas  
W. MacKenzie  
J.F. Caithcart  
**Clerk**  
Robert C. Palmer

**1946**  
**Reeve**  
R.M. Grauer  
**Councillors**  
E. Cooney  
H.C. Cunningham  
W. J. Deagle  
M. McNair  
Douglas Savage  
**Clerk**  
Robert C. Palmer

**1947**  
**Reeve**  
R.M. Grauer  
**Councillors**  
E. Cooney  
H.C. Cunningham  
R.G. Ransford  
M. McNair  
D. Savage  
**Clerk**  
Robert C. Palmer

**1948**  
**Reeve**  
R.M. Grauer

**Councillors**  
A. Blair  
E. Cooney  
R.G. Ransford  
M. McNair  
Mrs. Mary Cameron  
**Clerk**  
Robert C. Palmer

**1949**  
**Reeve**  
R.M. Grauer  
**Councillors**  
E. Cooney  
H.C. Cunningham  
R.G. Ransford  
A. Blair  
G. May  
**Clerk**  
Robert C. Palmer

**1950**  
**Reeve**  
H. C. Cunningham  
**Councillors**  
E.R. Parsons  
Alex Mudry  
H.D. Hudson  
E.H. Reeves  
Mrs. M. Cameron  
**Clerk**  
Robert C. Palmer

**1951**  
**Reeve**  
H.C. Cunningham  
**Councillors**  
E.R. Parsons  
E.H. Reeves  
H.D. Hudson  
S.V. Thomas  
Mrs. M. Cameron  
**Clerk**  
Robert C. Palmer

**1952**  
**Reeve**  
E.R. Parsons  
**Councillors**  
H.D. Hudson  
S.V. Thomas  
R.G. Ransford  
A. Blair  
Mrs. M. Cameron  
**Clerk**  
Robert C. Palmer

**1953**  
**Reeve**  
E.R. Parsons  
**Councillors**  
Mrs. M. Cameron  
A. Blair  
H.D. Hudson

R.G. Ransford  
S.V. Thomas  
**Clerk**  
Robert C. Palmer

**1954**  
**Reeve**  
E.R. Parsons  
**Councillors**  
S.V. Thomas  
R.G. Ransford  
A. Blair  
L.J. Blanchard  
J. Stolberg  
**Clerk**  
Robert C. Palmer

**1955**  
**Reeve**  
E.R. Parsons  
**Councillors**  
A. Blair  
L.J. Blanchard  
S.V. Thomas  
J. Stolberg  
R.G. Ransford  
**Clerk**  
Robert C. Palmer

**1956**  
**Reeve**  
E.R. Parsons  
**Councillors**  
J. Stolberg  
R.G. Ransford  
S.V. Thomas  
A. Blair  
G. Denham  
**Clerk**  
Theodore M. Youngberg

**1957**  
**Reeve**  
E.R. Parsons  
**Councillors**  
R.G. Ransford  
A. Blair  
J. Stolberg  
Robt. A. McMath  
H.D. Hudson  
(Ald. Blair resigned  
as Councillor)  
**Clerk**  
T.M. Youngberg

**1958**  
**Reeve**  
J. Stolberg  
**Councillors**  
S.V. Thomas  
R.G. Ransford  
R.A. McMath  
I.E. Cruickshank  
L.J. Godfrey  
W.H. Anderson  
**Clerk**  
T.M. Youngberg

**1959**  
**Reeve**  
J. Stolberg  
**Councillors**  
S.V. Thomas  
A. Blair  
I.E. Cruickshank  
L.J. Godfrey  
W.H. Anderson  
R.A. McMath  
**Clerk**  
T.M. Youngberg

**1960**  
**Reeve**  
W.H. Anderson  
**Councillors**  
A. Blair  
I.E. Cruickshank  
L.J. Godfrey  
E.M. Gunn  
R.A. McMath  
S.V. Thomas  
**Clerk**  
T.M. Youngberg

**1961**  
**Reeve**  
W.H. Anderson  
**Councillors**  
A. Blair  
I.E. Cruickshank  
L.J. Godfrey  
R.A. McMath  
S.V. Thomas  
E.M. Gunn  
**Clerk**  
T.M. Youngberg

**1962**  
**Reeve**  
W.H. Anderson  
**Councillors**  
A. Blair  
I.E. Cruickshank  
F.J. Ryan  
R.A. McMath  
S.V. Thomas  
P.A. Tiernan  
**Clerk**  
T.M. Youngberg

**1963**  
**Reeve**  
W.H. Anderson  
**Councillors**  
A. Blair  
I.E. Cruickshank  
F.J. Ryan  
R.A. McMath  
S.V. Thomas  
P.A. Tiernan  
**Clerk**  
T.M. Youngberg

**1964**

**Reeve**  
W.H. Anderson  
**Councillors**  
A. Blair  
I.E. Cruickshank  
E.M. Gunn  
R.A. McMath  
S.V. Thomas  
J.A. McKernan  
**Clerk**  
T.M. Youngberg

**1965**

**Reeve**  
W.H. Anderson  
**Councillors**  
A. Blair  
I.E. Cruickshank  
E.M. Gunn  
H. Gilbertson  
R.A. McMath  
J.A. McKernan  
**Clerk**  
T.M. Youngberg

**1966**

**Reeve**  
W.H. Anderson  
**Councillors**  
A. Blair  
I.E. Cruickshank  
E.M. Gunn  
H. Gilbertson  
R.A. McMath  
E.R. Parsons  
**Clerk**  
T.M. Youngberg

**1967**

**Reeve**  
W.H. Anderson  
**Councillors**  
R.A. McMath  
A. Blair  
E.R. Parsons  
H. Gilbertson  
G.S. May  
E.M. Gunn  
C.E. Dosdall  
I.E. Cruickshank  
(M.E. Windrim  
elected to replace  
Councillor Cruickshank,  
deceased ).

**Clerk**  
T.M. Youngberg

**1968**

**Mayor**  
W.H. Anderson  
**Aldermen**  
A. Blair  
C.E. Dosdall  
H. Gilbertson  
G.S. May  
R.A. McMath  
J.A. McKernan  
E.R. Parsons  
H. Steves  
**Clerk**  
T.M. Youngberg

**1969**

**Mayor**  
W.H. Anderson  
**Aldermen**  
A. Blair  
H. Gilbertson  
C.W. Grasby  
G.S. May  
R.A. McMath  
J.A. McKernan  
E.R. Parsons  
H. Steves  
**Clerk**  
T.M. Youngberg

**1970**

**Mayor**  
W.H. Anderson  
**Aldermen**  
A. Blair  
H. Gilbertson  
C.W. Grasby  
E.T. Novakowski  
R.A. McMath  
G.S. May  
E.R. Parsons  
Harold Steves  
**Clerk**  
T.M. Youngberg

**1971**

**Mayor**  
W.H. Anderson  
**Aldermen**  
Gilbert Blair  
H. Gilbertson  
R.A. McMath  
J.C. Murray

E. T. Novakowski  
E.R. Parsons  
R.V. Simpson  
H. Steves  
**Clerk**  
T.M. Youngberg

**1972**

**Mayor**  
W.H. Anderson  
**Aldermen**  
G.J. Blair  
H. Gilbertson  
R.A. McMath  
J.C. Murray  
E.T. Novakowski  
Bruce Hood  
R.V. Simpson  
H. Steves  
**Clerk**  
T.M. Youngberg

**1973**

**Mayor**  
W.H. Anderson  
**Aldermen**  
G.J. Blair  
E.T. Novakowski  
H. Gilbertson  
R.A. McMath  
B. Hood  
R.V. Simpson  
Irene Howard  
H. Steves  
**Clerk**  
T.M. Youngberg

**1974**

**Mayor**  
G.J. Blair  
**Aldermen**  
Mrs. L.C. Cliff  
H. Gilbertson  
Mrs. I. Howard  
K. Kumagai  
E.A. LeCours  
E.D. McIntosh  
B.R. Peterson  
David J.R. Williams  
**Clerk**  
Harold V. Porter

**1975**

**Mayor**  
G.J. Blair

**Aldermen**  
Mrs. L.C. Cliff  
H. Gilbertson  
R.N. Hobbis  
Mrs. I. Howard  
K. Kumagai  
E.D. McIntosh  
B.R. Peterson  
D.J.R. Williams  
**Clerk**  
H.V. Porter

**1976**

**Mayor**  
G.J. Blair  
**Aldermen**  
Mrs. L.C. Cliff  
R. Hobbis  
K. Kumagai  
R.A. McMath  
B.R. Peterson  
T.E. Siddon  
Mrs. I. Vennard  
D.J.R. Williams  
**Clerk**  
H.V. Porter

**1977**

**Mayor**  
G.J. Blair  
**Aldermen**  
K. Kumagai  
Mrs. I. Vennard  
R.A. McMath  
W.J. Sigurgeirson  
D.J.R. Williams  
Mrs. L.C. Cliff  
T.E. Siddon  
H. Steves  
**Clerk**  
G. Morris

**1978**

**Mayor**  
G.J. Blair  
**Aldermen**  
Mrs. L.C. Cliff  
K. Kumagai  
E.A. LeCours  
R.A. McMath  
E. T. Novakowski  
Mrs. C. Percival-Smith  
D. Sandberg  
H. Steves  
**Clerk**  
G. Morris

1. Also spelled "Nicoll" or "Nicolle"

2. Born Michael Brighthouse Wilkinson, he changed his name to Michael Wilkinson Brighthouse to preserve the family heritage.

3. T.Kidd lists "Dutches" in the council minutes

4. Also spelled Twigge

# Representatives

M.L.A's, M.P's

## Appendix II

### A. Members of the Legislative Assembly who have represented Richmond.

Prior to 1903, New Westminster was divided into four ridings, one of which was Richmond. In 1903, the Redistribution Act created a Richmond riding. In 1923, a Constitution Amendment Act created a Richmond-Point Grey riding. In 1932, a Constitution Amendment Act created a Vancouver-Point Grey riding, and Richmond was included in the riding of Delta. In 1966, a Constitution Amendment Act recreated a Richmond riding (district) with one member to represent it. The specific acts are noted in the following table and cited below.

Year	M.L.A. (Political Affiliation)	Year	M.L.A. (Political Affiliation)
		1945	Alexander Campbell Hope (Coalition)
		1949	Alexander Campbell Hope
<b>a*</b>		1952	Thomas James Irwin (S.C.)
1894	Thomas Kidd	1953	Thomas James Irwin
1898	Thomas Kidd	<b>e*</b>	
1900	Thomas Kidd	1956	Thomas James Irwin (S.C.) N. George Massey (S.C.)
<b>b*</b>			By-election: September 9, 1957. Gordon Lionel Gibson (S.C.) (Resignation of T.J. Irwin to contest federal election)
1903	Francis Lovett Carter Cotton (Cons.)	1960	Camille Mather (C.C.F.) James Henry Rhodes (C.C.F.)
1907	Francis Lovett Carter Cotton	1963	Ernest A. LeCours (S.C.) Hunter Bertram Vogel (S.C.)
1909	Francis Lovett Carter Cotton		
1912	Francis Lovett Carter Cotton	<b>f*</b>	
1916	Gerald Gratton McGeer (Liberal)	1966	Ernest LeCours (Social Credit)
1920	Thomas Pearson (Cons.)	1969	Ernest LeCours
<b>c*</b>		1972	Harold Steves (N.D.P.)
1924	George Alexander Walkem (Cons.)	1975	James Arthur Nielsen (S.C.)
1928	Samuel Lyness Howe (Cons.)	1979	J.A. Nielsen
<b>d*</b>			
1933	Robert Blatchford Swailes (C.C.F.)		
1937	Leonard Alec Shepherd (C.C.F.)		
1941	Leonard Alec Shepherd		

\*a **Legislative Electorates and Elections Act. 1894, C.26, s.,2,s.s.1**  
Created Westminster-Richmond riding. One member.

\*b **Redistribution Act. 1902, C.58, s.3, ss.13.**  
Created Richmond riding. One member.

\*c **Constitution Act Amendment Act. 1923, C.6, Schedule C, s.30,**  
Created Richmond-Point Grey riding. One member.

\*d **Constitution Act Amendment Act. 1932, c.8.**  
Created Vancouver-Point Grey riding, Richmond became part of Delta riding.

\*e **Constitution Act Amendment Act. 1955, c.11, s.9, 2 members.**

\*f **Constitution Act Amendment Act. 1966, C.11, s3.**  
Re-created Richmond district; one member.

### B. Members of Parliament who have represented Richmond

Year	Member of Parliament	Riding	Political Affiliation
1878-1881	Thomas Robert McInnes	New Westminster	Independent
1882-1886	Joshua Attwood Reynolds Homer	New Westminster	Liberal Conservative
1887-1890	Donald M.P. Chisholm	New Westminster	Conservative
1890-1896	Gordon Edward Corbould	New Westminster	Conservative
1896-1904	Aulay MacAulay Morrison	New Westminster	Liberal
1904-1908	James Buckham Kennedy	New Westminster	Liberal
1908-1917	James Davis Taylor	New Westminster	Conservative
1917-1930	William Garland McQuarrie	New Westminster	Conservative
1930-1949	Thomas Reid	New Westminster	Liberal
1949-1957	Tom Goode	Burnaby-Richmond	Liberal
1957-1958	Thomas James Irwin	Burnaby-Richmond	Social Credit
1958-1962	John Andrew Drysdale	Burnaby-Richmond	Progressive Conservative
1962-1968	Robert William Prittie	Burnaby-Richmond	National Democratic Party
1968-1972	Thomas Henry Goode, Jr.	Burnaby-Richmond-Delta	Liberal
1972-1977	John Douglas Reynolds	Burnaby-Richmond-Delta	Progressive Conservative
1978-1979	Thomas Siddon	Burnaby-Richmond-Delta*	Progressive Conservative
1979-	Thomas Siddon	Richmond-South Delta	Progressive Conservative

\* Reynolds announced his resignation in February of 1977 to become effective in September. The by-election to fill the vacant seat was held on October 16, 1978. Under provisions of the Electoral Boundary Act changes in the riding which were announced prior to the by-election were not enacted until the general election of May, 1979 when the riding officially became Richmond-South Delta.

# Canneries

## Appendix III

The following canneries are listed by dates of construction or first known year of operation. Included are: Acme (1899); Alliance (1895); Atlas (1895); Beaver (1889); Bon Accord (see Sea Island 1890); Britannia (1889); Brunswick #1 (1893); Brunswick (1905); Burrard (see Brunswick); Canadian Pacific (1893); Colonial (1897); Dinsmore Island (1894); Empire (see Steveston 1893); Federation (see Steveston 1893); Garry Point (1899); Great Western (1906); Gulf of Georgia (1894); Imperial (1893); Lighthouse (see Steveston 1893); London (see Lulu Island, 1891); Lulu Island (1891); Pacific Coast (1893); Red (see Canadian Pacific, 1893); Sea Island (1890); Scottish-Canadian (1899); Star (1895); Steveston (1893); Terra Nova (1892); Vancouver (1896); Winch (see Canadian Pacific, 1893).

There are many sources of information on the British Columbia canning industry. However, much of this information is conflicting. Major sources used for the following table include: Cicely Lyons, *Salmon: Our Heritage* (Vancouver, Mitchell Press, 1969); David Reid, *The Development of the Fraser River Salmon Canning Industry, 1885 to 1913* (Pacific Region, Department of the Environment, 1973, NOB/ECON 4-73); H. Keith Ralston, research on B.C. Salmon canneries, U.B.C. Archives, Ms vertical file #28. The sources used by Cicely Lyons and David Reid are not specified for each cannery. As Miss Lyons was an employee of B.C. Packers Ltd. the bulk of her research is based on that company's files. Prof. Ralston's research is well documented and shows a variety of sources, including B.C. directories, B.C. companies' files, Fisheries Reports from the sessional papers, and contemporary newspaper accounts. Many of the above mentioned materials may be obtained at the Provincial Archives of British Columbia. Other sources consulted: Interview with Frank Nishii by the Richmond '79 Centennial Society, March 1979. Interview with Mrs. Greta Cheverton by the Richmond '79 Centennial Society, April 1979. Thomas Kidd, *History of Richmond Municipality*. (Vancouver, Wrigley Printing Co., 1927, reprinted Richmond Printers, 1973); Daphne Marlatt, ed. *Steveston Recollected: A Japanese-Canadian History* (Victoria 1975); 1899 map, Vancouver, New Westminster, Steveston and the lower Mainland District, Maritime Museum. Unfortunately, in order to fit all the canneries on the map there has been a distortion of their location. The easternmost cannery in Steveston was on the west side of No. 2 Road. The 1905 map of the New Westminster district contains legal descriptions of the locations of the canneries. General sources on this subject are included in the footnotes of *Harvesting the River* (chapter 6).

CANNERY NAME	YEAR BUILT/ EARLIEST OPERATIONS	COMPANY/PRINCIPALS	COMPANY/ CANNERY CHANGES
<b>PHOENIX</b>	1882 - earliest dates of operation also listed as 1877 and 1887 in Sessional Papers (Canadian Fisheries Reports, 1891, no. 8A, p. 180)	M.M. English	1891 - absorbed into Anglo-B.C. (A.B.C.) Packing Co., Ltd.
Sources: Kidd, 78; Ralston, Phoenix Cannery, Steveston, Reid, 40			
<b>GARRY POINT</b>	1889	George Hobson & Co. Incorp. 1890 by H.O. Bell-Irving	1891 - sold to ABC Packing Co. Lyons states the cannery closed after two seasons - also in <i>Victoria Colonist</i> , July 24, 1893 p. 2
Sources: Ralston, Garry Point Cannery, Steveston; Lyons, 186; Reid, 39			
<b>BEAVER</b> (renamed Richmond, according to Mrs. Greta Cheverton, but according to an article in the <i>Richmond Times</i> (March 10, 1948) the name change occurred in reverse.	1889	J.H. Todd & Son	burned in fire of 1926
Sources: Ralston, Beaver Cannery, Fraser River, Reid, 41; Lyons, 186; Frank Nishii Interview (RCS)			
<b>BRITANNIA</b>	1890	W.A. Duncan, J. Batchelor, Eli Harrison	absorbed into ABC Packing Co., Ltd.
Sources: Ralston, Britannia Cannery, Steveston, Reid, 41.			
<b>SEA ISLAND</b> (C. Lyons states this cannery was called Bon Accord cannery but renamed Sea Island to avoid confusion with the Bon Accord cannery at Port Mann.	1890 (Reid states 1889)	A. Ewen & Co., Bon Accord Fishing Co. - 1894 Alexander Ewen & D.J. Munn	1902 bought by B.C. Packers, abandoned and property sold
Sources: Lyons, 678; Ralston, Sea Island Cannery; Reid, 41			



CANNERY NAME	YEAR BUILT/ EARLIEST OPERATIONS	COMPANY/PRINCIPALS	COMPANY/ CANNERY CHANGES
<b>LULU ISLAND</b> (London)	1891 (Canadian Fisheries Reports also show the cannery's first year of operation as 1893; C. Lyons states 1895.	Lulu Island Canning Co. (B.J. Short) - 1897 taken over by London Canning Co. (John H. Turner, Robt. Arthur, Lawrence Kirk, G. A. Kirk);	
<p>Information on this cannery varies widely. C. Lyons states the Lulu Island Cannery did not operate in 1892, but did operate until 1902 when Benjamin J. Short retired; D. Reid lists the cannery as ceasing operations after 1905, C. Lyons' information on London Cannery states that the cannery did not operate after 1901, it was absorbed into the B.C. Packers Assn. in 1902, in 1914 the buildings were razed for Columbia Cold Storage at a cost of over \$200,000.00. Ralston's research indicates the London and Lulu Island Canneries were one and the same. An 1899 map in the Maritime Museum of Vancouver shows London Cannery on Steveston's shore and the Lulu Island Cannery across the river, situated on Delta's northern shore facing Annacis Island. Sources: Lyons, 301, 302, 679; Reid, 41, 44, Ralston, London Cannery, Steveston.</p>			
<b>TERRA NOVA</b>	1892 (Lyons states 1891; Kidd, 1890)	Terra Nova Packing (Canning) Co. - Duncan & John Rowan	Operations ceased, 1898; bought by B.C. Packers Assn., 1902; closed 1928; building used as net storage until 1970s; site a fish station for Imperial Cannery; buildings taken down, 1978.
<p>Sources: Kidd, 150, 169; Ralston, Terra Nova Cannery, Lulu Island; Lyons, 199-200, 377, 679; Richmond Review, September, 1978.</p>			
<b>IMPERIAL</b>	1893	Benjamin J. Short & W.H. Squair (Short was also first manager)	Operations ceased 1898 (Reid) - closed after 5 seasons (Lyons); reopened by Robt. Ward & Co. in 1898 and sold in 1902 to B.C. Packers Assn.; 1903 original plant demolished, new building & Brunswick #1 & Hume's plants.
<p>Sources: Ralston, Imperial Cannery, Steveston; Lyons, 200, 202-3, 679; Reid, 42.</p>			
<b>PACIFIC COAST</b>	1893 (first operated - incorporated 1892 - B.C. Registrar of companies, 117 (1890) Film - Ralston research)	Pacific Coast Packing Co. - George Wilson, George Cassidy, Ninian Bain	1902 absorbed into B.C. Packing Assn.
<p>Sources: Ralston, Pacific Coast Cannery; Lyons, 200, 679; Reid, 42,</p>			
<b>CANADIAN PACIFIC</b> (generally called Red Cannery, also known as the Winch Cannery)	1893	Canadian Pacific Packing Co. - Alex Ewen, George Alexander, R.V. Winch, D.S. Hennessey - Alex Ewen bought interests of Winch & Hennessey after 1896 season.	1902 - absorbed into B.C. Packers Assn.; after 1905, operated every 4th year; destroyed by fire 1924. C. Lyons states this cannery became part of Ocean Salmon Canneries Ltd.; it was sold to B.C. Packers in 1935; its facilities were used for the Imperial plant.
<p>Sources: Ralston, Canadian Pacific Cannery, Steveston; Lyons, 200, 678; Reid, 42.</p>			
<b>BRUNSWICK (#1)</b>	1893	Built by Dave Mackie for Short & Squair, soon bought by Brunswick Canning Co. - George Dawson, Alfred Buttmer George Wilson.	1902 absorbed into B.C. Packers Assn., became part of the Imperial plant.
<p>Sources: Lyons, 200, 252, 678; Ralston, Brunswick Cannery, Steveston; Reid, 42.</p>			

CANNERY NAME	YEAR BUILT/ EARLIEST OPERATIONS	COMPANY/PRINCIPALS	COMPANY/ CANNERY CHANGES
DINSMORE ISLAND	1894 (incorporated 1895)	Built by Richard E. Gosse; Goodmurphy, Dinsmore - Dinsmore Island Canning Company (subscribers are listed in companies file 234 (1890) as John Dinsmore, Michael Brighthouse Wilkin- son, Wm. Davis Good- murphy, Caleb Good- murphy; C. Lyons states principals of company were M.B. Wilkinson and and Wm. McPherson.	1902 absorbed into B.C. Packers Assn; after 1905 operated every 4 years; closed end of 1913 season; plant demolished. Proper- ty sold 1934.

Sources: Ralston, Dinsmore Island Cannery, Lyons 263, 679; Reid, 42.

ATLAS	1895	Atlas Canning Co. - Andrew Houston (Lyons - Houstoun).	1902 absorbed into B.C. Packers Assn; 1931 sold to Ocean Salmon Canneries Ltd. and sold back to B.C. Packers in 1935, the prop- erty is part of the Imperial plant (fish camp).
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Sources: Lyons, 412, 678, Reid, 43, Ralston, Atlas Cannery, Steveston.

343. A typical cannery.



CANNERY NAME	YEAR BUILT/ EARLIEST OPERATIONS	COMPANY/PRINCIPALS	COMPANY/ CANNERY CHANGES
ALLIANCE	1895	Alliance Canning Co. Ltd. - R. Colquhoun	1901 sold to George Wilson; 1902 absorbed into B.C. Packers Assn. closed 1903, became part of Terra Nova Cannery.

Sources: Lyons, 648, Reid, 43, Ralston, Alliance Cannery, North Arm.

STEVESTON (Lighthouse, Federation, Empire)	1893	Steveston Canning Co. - Michael Costello, R.A. McMorran, E. Hunt - 1895 bought by Federation Salmon Canning Co., re- named Lighthouse Cannery.
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Information on this cannery varies widely. The history of Steveston Cannery according to the research of D. Reid, is: the cannery closed down in 1905 and was revised in 1907 under the same name, the cannery was destroyed in the 1918 fire; Ralston's research shows that the cannery changed its name to Federation when it was purchased by the Federation Brand Salmon Canning Co. (Walter Morris, Samuel Okell, Alexander J. McLellan), the following year it was called Lighthouse Cannery; C. Lyons states the Lighthouse Cannery was built in 1899 by Walter Morris, in 1902 it was absorbed by B.C. Packers Assoc., then sold to Federation Brand Salmon Canneries of Victoria (same year), it was known later as Empire Cannery; local citizens recall the burning of the Steveston and the Lighthouse canneries in the fire of 1918.

Sources: Reid, 42, Lyons, 216; Ralston, Lighthouse Cannery, Steveston, Steveston Cannery; Greta Cheverton notebook; Marlatt; Steveston Recollected.

GULF OF GEORGIA	1894	Gulf of Georgia Co.; 1895 taken over by Malcolm and Windsor (Oswald M. Malcolm, Chas. S. Windsor, Geo. I. Wilson); taken over by United Can- neries of B.C., 1899 (Malcolm and Cannon) Windsor bought it back for a year or so.	Cannery leased by Windsor to Lee Coy in 1906, bought by Canadian Fish- ing Co. from M. Desbrisay and Co., 1926; left idle from 1929 to 1939; used as herring plant during World War II; reopened as salmon cannery 1946; closed 1947.
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Sources: Ralston, Gulf of Georgia Cannery, Steveston; Lyons, 564; Reid, 42.

STAR	1895	Costello & McMorran - Star Packing Co.; 1899. Canadian Canning Co. built by Richard E. Gosse	June 11, 1895 buildings destroyed by fire, rebuild- ing began within 8 days, cannery ready for the sea- son, July 2; ceased oper- ations 1906; R.E. Gosse reopened cannery 1917, destroyed in fire, May 14, 1918; 1921 property pur- chased by Gosse-Millerd Ltd.; 1926 transferred to Gosse Packing Co.; bought by B.C. Packers, 1928; 1931 sold to D. Finn, sold to Ocean Salmon Canneries, (no date); 1935 sold to B.C. Packers.
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Sources: Lyons, 207, 264, 412, Ralston, Star Cannery, Steveston, Reid, 43.

VANCOUVER (another Vancouver Cannery was built, on Rivers Inlet, in 1897, but it became known as Green's Cannery)	1896	Canadian Canning Co. (C. Lyons); McPherson & Hickey sold it to the Canadian Canning Co. in 1899 (D. Reid)	Closed after 1930 season. Became part of B. C. Pack- ers (no date), dismantled 1935-36; site sold to Department of Transport, 1955
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Sources: Lyons, 514, Ralston, Vancouver Cannery, Sea Island, Reid, 43.

CANNERY NAME	YEAR BUILT/ EARLIEST OPERATIONS	COMPANY/PRINCIPALS	COMPANY/ CANNERY CHANGES
HUME (Hume's)	1896	John A Hume & Co.	1902 absorbed into B.C. Packers Assn. demolished 1904, used for Imperial Cannery's net racks
Sources: Ralston, Hume Cannery, Steveston; Lyons 209, 679; Reid, 43.			
PROVINCIAL (on the North Arm)	1896 (incorporated, 1895)	Provincial Canning (Packing) Co. - Norman Maclean, J.W. Sexsmith, R.W. Harris	1902 absorbed into B.C. Packers Assn. - no pack record after 1903.
Sources: Ralston, Provincial Cannery, North Arm Fraser River, Lyons, 209, 679, Reid, 43.			
FRASER RIVER	1896 (Lyons states 1897)	Built by McPherson & Hickey (Lyons) - transferred to Canadian Canning Co. shortly after construction - Ralston's research shows Fraser River Packing, Fraser River Curing and Fraser River Canning Companies from the companies file no. 261, 274 and 172 - The Canadian Canning Co. took it over in 1899	
Sources: Ralston, Fraser River Cannery, North Arm; Lyons, 211; Reid, 43.			
COLONIAL	1897 (incorporated 1896)	Colonial Canning Co. - Isaac Churchill, Robt. Hampton, Thos Hood, Hezekiah Stead, Wm. J. Sproeklin - 1898 sold to Columbia Packing Co. - Wm. Farrell, Pres.	1901 bought by Kwong Mon Tai Co. - Lee Yine, Lee Poon Kai (C. Lyons & D. Reid) 1902 absorbed into B.C. Packers Assn.
Sources: Ralston, Colonial Cannery; Lyons 322, 678; Reid, 44.			
ACME	1899	Acme Canning Co. - Jane R. Cassidy, Allan Cameron	1902 absorbed into B.C. Packers Assn.; closed 1918, used as fish camp for Imperial plant.
Sources: Lyons, 216, 679, Ralston, Acme Cannery, Sea Island, Reid, 45.			
SCOTTISH-CANADIAN	1899	Built by Malcolm and Windsor; United Canning Co. 1899 transferred to Scottish-Canadian Canning Co. Ltd. - J.W. Windsor, principal shareholder, O.G. Malcolm, Frank Burnett, J.J. Crane, J.E. Macrae.	1915, a Mr. Graham bought half-interest, cannery was then listed as Graham Cannery, proposed to be sold at auction stalled by efforts to have local companies buy it J.H. Todd bought it.
Sources: Lyons, 216, 308-9, Reid, 45, Ralston, Scottish-Canadian Cannery, Steveston.			
BRUNSWICK (also known as the Burrard Cannery)	1905	Burrard Canning Co.	1910 - destroyed by fire
Sources: Reid, 46. Information unclear.			
GREAT WESTERN	1906	Great West Packing Co. - George Alexander	Operations ceased after 1907
Source: Reid, 47. Information incomplete.			

# Chronology

## Appendix IV

This a selective chronology which omits many dates appearing in the text and includes some which do not appear in the text. By using the index and appendices, the reader will discover many other dates of interest in the development of the community.

- ca. 500 B.C. Islands of the delta are formed. Sea Island takes shape.
- 1791 A.D. Narvaez explores the area near the mouth of the Fraser.
- 1792 Captain George Vancouver explores the Pacific Coast, meeting Galiano and Valdez off Point Grey.
- 1795 Pacific coast of Canada is ceded to the British by the Spaniards.
- 1808 Simon Fraser travels the Fraser River from the Rockies to the delta.
- 1827 Establishment of Fort Langley.
- 1858 Sir James Douglas, governor of the Crown Colony of Vancouver Island since 1851, is also made governor of the new mainland colony of British Columbia.
- Colonel Richard C. Moody, Commanding Officer of the Royal Engineers and also Chief Commissioner of Lands and Works, is given responsibility for surveying the southern section of B.C. and for selecting town sites for new towns on the Fraser River.
- Gold is found in the Fraser River; 30,000 miners from California flock to the area.
- The Royal Engineers under Colonel Moody clear land and lay out the site of New Westminster, the capital of the colony of British Columbia.
- 1861 Colonel Moody names Lulu Island for Lulu Sweet, an American actress, on January 10, 1861. The name first appears on a published British Admiralty chart in 1863.
- 1862 Hugh McRoberts begins farming on Sea Island, becoming the first settler in Richmond.
- 1866 The colonies of Vancouver Island and British Columbia become one colony on November 19, 1866, taking the name British Columbia.
- 1871 The colony of British Columbia becomes part of the Dominion of Canada, entering Confederation on July 20.
- Emma Augusta DeBeck is born on August 22, the first white child born on the islands of what later became the municipality of Richmond.
- 1874 Mr. Mahood, P.L.S. surveys the Slough District (on the south arm) thereby completing the survey of the area of Richmond begun by John Trutch in 1858.
- 1877-78 Manoah Steves and his family establish a home in the southwestern corner of Lulu Island.
- 1879 November 10, Lulu Island and Sea Island are incorporated as "The Corporation of the Township of Richmond". The municipalities of Delta and Surrey are incorporated on the same day.
- 1880 The first municipal election is held on January 5. Six councillors and a warden, Hugh Boyd, are elected; Richmond's first council meeting is held on January 12.
- On July 5 the cornucopia is approved as the municipal seal.
- 1882 The Phoenix Cannery is built by Marshall English. It is the first cannery in the municipality.
- 1885 New Letters Patent are issued, altering Richmond's boundaries. Some small islands are added and Queensborough on the eastern tip of Lulu Island is ceded to New Westminster.
- 1886 The city of Vancouver is incorporated in April; on June 13 the young city is razed by fire.
- The first Canadian Pacific Railway train arrives in Port Moody from Montreal (to reach Vancouver passengers then took a two hour steamer trip); in 1887, the first C.P.R. train arrived in Vancouver.
- 1887 Gihei Kuno, a Japanese fisherman, visits Steveston. He settles in the area shortly thereafter.
- Hugh Boyd is awarded a medal for the best wheat grown in the British Empire.
- 1888 The *Steveston Enterprise* newspaper is established. (it ceased publication in 1894).
- 1889 Bridges connecting Lulu and Sea Islands with the mainland are completed.
- 1891 The first telephone line in the municipality is installed, in Steveston.
- 1893 The Fraser River Fishermen's Benevolent Association (later known as the Fraser River Fishermen's Protective Union) is formed; four years later the Steveston Fisherman's Association is organized to represent Japanese fishermen.
- A boom year — Richmond canneries pack over 250,000 cases of sockeye salmon.
- 1894 Flood of the Fraser River - Richmond suffers damage to a bridge and dykes at the eastern end of Lulu Island.
- 1895 Testing for water near the Town Hall leads to rumours of gold (later proved false).
- 1897 A bonanza for the fishing industry - 14 ships line up at Steveston's wharf to load salmon for European markets.
- Salmon canners form an association - the Combination of Cannery Packers; the following year the association becomes known as the B.C. Salmon Packers Association.
- Klondike gold rush.
- 1900 March, the Japanese fisherman's association becomes incorporated as the Japanese Fishermen's Benevolent Society.
- Fishermen's strike; on July 24, the Duke of

	Connaught's Own Rifles arrive in Steveston "to strengthen civil authority", remaining until July 30.	1921	At the Victoria Exhibition the J.W. Tolmie cup is awarded to Richmond entries, in 1921 & 1923.
1902	Operated by the C.P.R., the first passenger train arrives in Steveston; three years later the B.C. Electric Railway Co. takes over the line which is subsequently converted to electricity from steam. The B.C. Packers Association (of New Jersey) is organized with Alexander Ewen serving as its first president. Eight years later the association becomes a Canadian company (the British Columbia Packers Association Act, 1910)	1922	A cenotaph to honour servicemen from Richmond who fell in World War I is erected; servicemen who fell in World War II are so honoured in 1945. Richmond crowns her first May Queen at May Day celebrations at Brighthouse Park. Richmond joins Vancouver and other B.C. communities in shifting to right hand drive on streets. A jitney service from Woodward's Landing to Vancouver is begun.
	The first engines, Frisby and Hyannis two-cycle engines, are installed in fishing boats. Four-cycle engines are introduced in 1918.	1924	Lansdowne Track is opened.
1904	A rifle range is opened on Lulu Island. (closed in 1930)	1925	The United Church of Canada is formed through a union of many Methodist, Congregationalist and Presbyterian churches, January 10.
1905	The Easterbrook Flour Mill begins operation.	1927	The Richmond Athletic Club is founded. The first history of Richmond prepared by Thomas Kidd, <i>History of Lulu Island and Occasional Poems</i> is published.
1906	Richmond's school districts are merged and a unified Richmond School Board is formed. The Smith Butchering Machine (the "Iron Chink") is introduced to the fishing industry.	1928	A ferry to run from Steveston to Sidney (Vancouver Island) is established by the C.P.R.
1908	Construction of Bridgeport School, Richmond's first high school class graduates in 1911.	1929	The Great Depression sets in across the world after a stock market crash on October 29.
1909	In Vancouver a milk commission to investigate provincial standards and methods of milk production is appointed. Minoru Park opens August 21. It is closed during World War I but reopened in 1920 as Brighthouse Park. Richmond enters agreement to have her water supply shipped from Lake Coquitlam.	1930	Richmond becomes a member of the Greater Vancouver Water Board.
	First airplane flight on the west coast is made at Minoru Park, piloted by Charles K. Hamilton on March 25. Two years later the first passenger flight is made at Minoru.	1931	The Vancouver Airport on Sea Island is opened, July 22.
1910	Town Hall burns to the ground, December 12, a new Town Hall is built in 1919, in Brighthouse. Water system installed	1932	The <i>Richmond Review</i> newspaper begins publication.
1912	Board of Harbour Commissioners is formed to monitor traffic on the north arm of the Fraser River.	1933	The Canada Rice Mill is built. Sea Island Presbyterian Church is razed by fire, May 10 (built, 1886) The Columbia Potato Growers' Association is formed. The Fishermen and Cannery Workers Industrial Union is created.
1913	Richmond's boundary with the municipality of South Vancouver is set at mid-channel of the north arm of the Fraser River. The Fraser Valley Milk Producers Association is formed. Three Richmond farmers are among the original members. A slide on the Fraser River at Hell's Gate causes a massive decline in the salmon run.	1935	The B.C. Coast Vegetable Marketing Board is established. Richmond Farmers Lacrosse team competes in the Mann Cup but loses to Orillia, Ontario. Two years later the team amalgamates with the Vancouver Homes to become the Richmond Combines.
1914	The Canadian National Railway builds a line across Lulu Island from Queensborough to Steveston.	1936	The B.C. Legislature passes the Dyking and Drainage Act, under which the municipal council takes over the administration of Richmond's dyking system.
1916	The Vancouver section of Eburne is renamed Marpole.	1939	Canada enters World War II, September 10. Steveston votes to stay "dry".
1917	Fire in Steveston - the Chinese district is most heavily damaged.	1941	Pearl Harbour in the Hawaiian islands is attacked on December 7; the United States declares war on Japan.
1918	Fire in Steveston, May 14 - 3 canneries, 3 hotels, numerous residences and the business district are destroyed. World War I ends, November 11.	1942	The Provincial Police assume responsibilities of policing the municipality. Japanese residents of Steveston are removed from the municipality, April 1.
1919	Richmond is awarded the top prize, the Dewar Shield, at the Provincial Fair in New Westminster 1919, 1920 & 1921. Walker House trophy at the Vancouver Exhibition won by Richmond 1919, 1920 & 1921	1943	The B.C. Coast Vegetable Co-operative Association is formed.
		1944	Burkeville's first residents move in, in January. Les Gilmore harvested 900 bushels of potatoes, the highest yield per acre in Canada.
		1945	The United Fishermen and Allied Workers Union is organized.

- Lansdowne race track is sold to B.C. Turf and Country Club. It is closed four years later, to be re-opened in 1955 and then permanently closed in 1960. The stables and track continued to be used as training facilities.
- 1946 The Steveston Community Society is formed and at the first Salmon Festival held in July the first Salmon Queen is crowned.
- 1948 Flooding of the Fraser finds Richmond prepared.
- 1949 Richmond is divided into zones replacing wards. Councillors represent the municipality at large.
- 1951 The Richmond Combines Lacrosse team joins the Vancouver Burrards.
- 1952 The Connaught Figure Skating Club is formed. The Vancouver Airport is transferred to the federal government.
- 1954 Richmond converts to a dial exchange from a manual telephone system. Three years later Steveston's exchange, Fulton, becomes Browning 7. The exchange which served the rest of Richmond, Dupont, becomes Crestwood 8. By 1958 Richmond has 9,500 subscribers and within nine years there are 13,936 telephones in the municipality. Land expropriations on Sea Island begin as the Vancouver International Airport plans to expand its operations.
- 1955 The first season of the Babe Ruth baseball league. Canadian Pacific Airlines initiates flights across the pole to Europe.
- 1957 Premier W.A.C. Bennett opens the Oak Street Bridge, June 29. A new Municipal Hall is built at the corner of No. 3 Road and Granville Ave.
- 1958 Brighthouse racetrack is sold for development.
- 1959 The Deas Island Tunnel is opened for traffic, May 23. On the same day the *Delta Princess* makes her last run from Woodward's Landing to Ladner. The tunnel is officially opened on July 15 by Queen Elizabeth II.
- 1962 Garden City Road is built and No. 5 Road is reclassified as an arterial highway. The Brighthouse estate is purchased by the municipality for \$1,450,000.00.
- 1964 Deas Island Tunnel is renamed George Massey Tunnel. Tolls are removed from the tunnel and from Oak Street bridge. The R.C.A.F. station on Sea Island is closed.
- 1965 The Richmond Square shopping mall is opened.
- 1966 Richmond General Hospital is opened in February. Plans for the first high-rise apartments in Richmond are on the draughting board. The Workers' Compensation Board (Leslie Peterson) Rehabilitation Centre is constructed.
- 1967 Pierrefonds, Quebec becomes Richmond's twin city, dignitaries from Pierrefonds attend the consecration of Minoru Chapel in Minoru Park the following year. Canada celebrates the centennial of Confederation.
- 1968 A new terminal building at Vancouver International Airport is opened on September 10 (officially opened, October 25). Richmond Arts Centre and Brighthouse Centre Library in Brighthouse are opened, in Steveston the Martial Arts Centre is opened. The Cranberry Marketing Board is established. The title of reeve is changed to mayor during the term of W.H. Anderson.
- 1969 Vancouver International Airport announces that it will handle "jumbo jets" - 747s.
- 1972 An extended care wing is added to Richmond General Hospital.
- 1973 Wakayama, Japan becomes the sister city of Richmond. Mayor Ujita of Wakayama attends signing ceremonies in Richmond. Mio-mura, a village in the same prefecture, Wakayama, was the native home of Steveston's earliest Japanese resident.
- 1974 The Knight Street bridge is officially opened on January 15. The new bridge is to replace the Fraser Street bridge which is closed on February 10.
- 1976 Arthur Laing Bridge is officially opened May 15.
- 1977 Lansdowne Park shopping mall is opened on September 14.
- 1979 On June 16 over seven hundred gather to honour and recognize Richmond's pioneers - of those attending 171 have lived in Richmond for over sixty years. Richmond hosts B.C. Summer Games, August 3, 4 and 5. Largest sports competition in Canada, other than Olympics. The Corporation of Richmond adopts new Seal and Coat of Arms, effective with commencement of Richmond's 2nd Century.
- The author acknowledges the assistance of Mrs. Betty Gatz and Miss Linda Craig of the Reference Department, Richmond Public Library in the preparation of the chronology.

# Bibliography

The history of Richmond has been recorded in a variety of forms, from the minutes of municipal council to the taped voices of early residents. Newspapers, official documents, vocal and visual records, artifacts and monuments are all important tools required for the preparation of a history of the municipality. Of the written materials, one of the most important studies is the *History of Lulu Island and Occasional Poems* (Wrigley Printing Co. Ltd., 1927, reprint ed. *History of Richmond Municipality*, Richmond Printers Ltd., 1973). This volume provides the most detailed account of Richmond's development to 1910. To date the only other general history of the municipality was prepared by the Richmond Historical and Museum Advisory Committee entitled *The History of Richmond* (Richmond, 1958, revised, reprint ed. Richmond, 1971). This booklet offers a thumbnail sketch of the municipality but suffers because it includes neither an index nor footnotes.

At the present time many research materials are not located in Richmond. Fortunately the Provincial Archives of British Columbia and the Vancouver City Archives have been able to collect many important papers, photographs and artifacts including steamship records, the diary of Fitzgerald McCleery, documents pertaining to early land purchases and even a pair of socks knitted by Mrs. Hugh Boyd. The most complete set of copies of the *Richmond Review*, Richmond's longest running published newspaper, is located in the Legislative Library in Victoria. Most government reports and studies (both federal and provincial) which were published before 1970 (approximately) may be found only in the research libraries of the several universities and colleges on the lower mainland.

Archival materials on Richmond's history have not yet been assembled in any local institution. The delay in establishing such an institution has already caused the loss or destruction of many valuable research tools. Census and assessment records for the period 1879 - 1912 were burned in the Town Hall fire, December 1912. Some of the more recent municipal documents have been destroyed as well. Fortunately many were microfilmed before disposal.

Newspapers dating from the earliest European settlement of the municipality to the present are more readily available. New Westminster, Vancouver and Victoria newspapers are on microfilm in the Vancouver and New Westminster public libraries and in the college and university libraries. Other newspapers pertinent to Richmond's history such as the *Point Grey Gazette*, the *Steveston Enterprise*, *Eburne News*, *Richmond Record*, and *Below Sea Level* as well as periodicals such as the *Richmond Mirror* can be found in scattered institutions. Some are bound and stored in the Legislative Library in Victoria; incomplete editions can be found also in the Richmond Arts Centre, the Richmond Public Library and the Steveston Historical Society Museum. Many other single issues are held privately.

Secondary source materials can be dealt with best by chapter divisions. Firstly general materials on British Columbia's history provide a good background to and a framework within which to place the events of Richmond's past. Margaret Ormsby's *British Columbia: A History* and the three volumes on B.C.'s history (one is a guide to B.C. place names) by G.P.V. and Helen Akrigg are important works to consult. It is also valuable to read the several histories of Vancouver prepared

by Alan Morley, Eric Nicol and the Social Planning Department of the City of Vancouver. Moreover booklets and books on the history of the several municipalities bordering on and nearby Richmond, including Burnaby, Delta and Surrey as well as New Westminster contribute a great deal to an understanding of the development of the lower mainland. *Bygones of Burnaby* by Pixie McGeachie, *Delta: A Century of Progress* by Gordon Taylor, *The Surrey Story* by G.F. Treleaven and *New Westminster: the Early Years* by Alan Woodland are just a sample of these.

Geographical, geological and topographical studies of the area are found in the libraries of the universities, government departments and various interest groups. Most of these studies are technical and well documented. No archaeological studies of Richmond have ever been made. Among those reports which are particularly useful are *Geology of Richmond* by Roy Blunden, *Fraser River Estuary* by the Department of the Environment (federal) and several geological studies by H.L. Johnston. The Richmond Nature Park has also sponsored a series of wildlife, waterfowl and botanical studies of several areas including Steveston (Shady) Island and Sturgeon Banks. These reports are available through the Nature Park and the Richmond Public Library.

Information on the early settlement of the area can be found in the Vancouver City Archives or the Provincial Archives of British Columbia. Major J.S. Matthews, former city archivist of Vancouver, recognized many years ago that no institution in Richmond could adequately care for the early documents of the McRoberts, McCleery, Boyd and other families. It is fortunate then that they have been preserved and are being cared for in an institution which is not too distant from Richmond, the Vancouver City Archives. Some documents on early land disposal on the Fraser delta are located in the Provincial Archives under Colonial Government Correspondence. Materials on the Royal Engineers may be obtained at the University of British Columbia and at the office of the Provincial Land Surveyor in Victoria. The Richmond Public Library has a fairly complete list of materials on Richmond held in both the Vancouver City Archives and the Provincial Archives.

For the periods following incorporation much information on the growth and business of the municipality may be found in the minutes and related documents of municipal council which have been preserved on microfilm. The Richmond Public Library has a set of this microfilm; the original volumes are stored in the office of the municipal clerk at Municipal Hall. Many events of the post-incorporation years were recorded in a regular column in the *Vancouver Daily World* and semi-regularly in the *Daily News-Advertiser*. It is fortunate as well that many residents of the period of Richmond's development prior to World War I have been interviewed on tape. These tapes and partial transcripts are available at the Richmond Arts Centre and at the Provincial Archives.

The period following World War I up to the present is within the living memory of many residents which facilitates research greatly. A file of persons who were contacted and consulted for this project and those who have special research interests in the area is located in the files of the Richmond '79 Centennial Society. In 1980 they will become the property of the municipality. Complementing the taped interviews pro-



duced by the Richmond Arts Centre are the Richmond Files prepared by the Richmond Public Library. These files outline the major issues discussed on each tape and provide, in many cases, additional biographical information on the interviewee. These files are indexed by individuals and subjects discussed.

For the present time research materials for the decade 1920 - 1930 are less varied and extensive than for any other period. Beyond the taped interviews, municipal council minutes and scattered newspaper references, materials are few. As this period included Prohibition which had an interesting impact on Richmond's shoreline areas it is hoped that further research will be conducted soon.

The Depression years up to World War II are well documented in Richmond's newspaper, the *Richmond Review*. Although the newspaper underwent name and coverage changes over the period it maintained a watch over the community at home and over those serving overseas. A complete listing of the location of all known copies of the *Review* is located at the Richmond Public Library.

One of the most documented aspects of Richmond's development is the fishing industry. From the extensive study prepared by former B.C. Packers employee, Cicely Lyons, *Salmon: Our Heritage* to the booklet, *A Ripple, A Wave* by labour historians, Harold Griffin and George North, analyses of many aspects of the industry are available. However there remain several gaps in information caused by errors in research and conflicting sources. Much has been done to correct these misconceptions, particularly by H. Keith Ralston and Duncan Stacey. Professor Ralston's research materials on cannery ownership and management as well as his Master's thesis on the strike of 1900 are available at the Special Collections Division of the University of British Columbia. The research of Duncan Stacey on social aspects of the industry will be published in 1980. Other research tools include several graduate theses and an undergraduate paper from the University of British Columbia which are indexed at the Richmond Public Library (as well as at U.B.C.), the taped interviews at the Richmond Arts Centre of present and former fishermen, boat builders and cannery workers and operators, numerous technical reports prepared by Environment Canada and Fisheries Canada and their predecessors (these are indexed at the Richmond Public Library), and materials in the Japanese-Canadian Collection at the University of British Columbia. Many materials in the latter collection have not been translated yet from the Japanese but a summary in English of those documents pertaining to the fishing industry and community at Steveston has been prepared by Kathleen Merken, this guide is available at the Richmond Public Library.

Agriculture is far less documented although the reports of the Department of Agriculture (provincial) provide valuable statistics on the number and type of crop, acreage they occupy and their economic returns. Unfortunately these reports do not include a well detailed breakdown of agricultural statistics by small geographic or administrative (i.e. municipal) units. The annual reports of the B.C. Coast Vegetable Marketing Cooperative and the several fruit and berry cooperatives contain crop statistics. For Richmond agricultural production facts it is necessary to consult current farmers to update information on varieties of crops, farming equipment, crop yields, markets and economic forecasts. For past farming methods there are

many general sources which have applicable data. Also early farming in Richmond is documented on tape at the Richmond Arts Centre.

Materials on post war Richmond abound. Reports from the several departments at Municipal Hall and council minutes provide information on administrative changes in the area. Social developments are variously documented in organization and club histories, scrapbooks, and files. Churches and religious groups also hold photographic files and documents which record their development. Furthermore the taped interviews at the Richmond Arts Centre and Richmond Files at the Richmond Public Library provide much needed information on the growth and changes in many of the social and cultural groups in the municipality.

It is encouraging to note the growing interest in Richmond as a subject for study. In the past few years several works have been published which reveal the range of research possibilities and creative stimuli. The reprinting of Thomas Kidd's *History of Richmond* and the *History of Richmond* by Richmond Historical and Museum Advisory Committee early in the 1970s signalled the growing interest in the municipality and its history. A series of booklets prepared under the auspices of the Richmond Nature Park by several authors including Dellis Cleland, David Jelliffe, Lynn Wade, Graeme Shaw and Don Watmough provided a survey of Richmond's history based on the Richmond Arts Centre taped interviews and a profile of the vegetation and wildlife of the Fraser River delta. With Richmond's centennial two publications of interest have become available. *Roadside Stands* prepared by the Richmond Writers' Guild is an anthology of poetry and writing on Richmond. *Exploring Richmond* by Ballyn Richards is a photographic study of the municipality. It is hoped that these works as well as *Richmond—Child of the Fraser* will encourage further research. Just as there are numerous written and aural resources available for research there are also a great many individuals who should be consulted in the course of research. While it is impossible to name all the contacts the following must be mentioned: Betty Gatz, Librarian reference department, Richmond Public Library; W.P. (Andy) Anderson, director, Richmond Arts Centre, the Richmond Historical and Museum Society, and the Steveston Historical Society. Many other resource persons are listed in the introduction to this book and the Richmond '79 Centennial Society has a file of such persons as does the Richmond Public Library.

It is the regret of the author that more sources could not have been consulted nor more information transmitted in this study of the municipality, its origins and development through its first century of incorporation. However for specific references to those sources used one should refer to the footnotes which follow. When used in conjunction with the preceding brief guide to resource materials it is the author's hope that both the interested reader and student will be encouraged to pursue the many topics of research which remain to be explored and investigated.

# Footnotes

## INTRODUCTION pages XI and XII

1. Roy H. Blunden, *Urban Geology of Richmond, B.C.* (Vancouver: University of British Columbia, Department of Geological Sciences, July 1973), Report No. 15, pp. 5, 7, 8.
2. *The British Columbia Directory 1882—1883*, p. 243.

## First Peoples of the River page 1—8

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2. Homer A. Barnett, *The Coast Salish of British Columbia*, (Eugene, Oregon: The University Press, University of Oregon, 1955), opposite p. 24.
3. Bruce McKelvie, *Fort Langley, Outpost of Empire*, (Vancouver: Vancouver Province, 1947), p. 1.
4. *Ibid.*
5. Barnett, *The Coast Salish of British Columbia*, p. 83.
6. Paul Kane, *Wanderings of an Artist Among the Indians of North America, from Canada to Vancouver's Island and Oregon through the Hudson's Bay Company's Territory and Back Again*, (reprinted Tokyo: M.G. Hurtig Ltd., 1968), p. 147. Wilson Duff, *The Upper Stalo Indians of the Fraser River of B.C.*, Anthropology in British Columbia Memoir No. 1, (Victoria: British Columbia Provincial Museum, 1952), p. 67. The harpooning of sturgeon is also described on page 68. Sturgeon in Stalo is "sk\*á'wíč".
7. "A Letter from New Westminster", *The Beaver*, Outfit 307:2 (autumn 1976), p. 43.
8. *Ibid.*, p. 44.
9. Hilary Stewart, *Indian Fishing: Early Methods on the Northwest Coast*, (Vancouver: J.J. Douglas Ltd., 1977), pp. 79, 83, 84.
10. *Ibid.*, p. 93; Della Kew and P.E. Goddard, *Indian Art and Culture of the Northwest Coast*, (Saanichton: Hancock House Publishers, 1974), p. 28.
11. Kew and Goddard, *Indian Art and Culture*, p. 48; Stewart, *Indian Fishing*, pp. 130-134, 157; Duff, *The Upper Stalo Indians*, p. 74.
12. Della Kew, Richmond '79 Centennial Society interview, September 1978; Kew and Goddard, *Indian Art and Culture*, p. 15; Duff, *The Upper Stalo Indians*, p. 29; *Journal of the Expedition from Fort Vancouver to the Fraser River, under James M. MacMillan, and the establishment of Fort Langley, commencing 18th June, 1827 and carried up to 17th February; 1828*, p. 8, Provincial Archives of British Columbia. Discussion of Cowichan villages, estimated population 1,500, on the south arm of the river.
13. Bill Durham, *Indian Canoes of the Northwest Coast*, (Seattle: Copper Canoe Press, 1960), p. 52. This work is a reprint of Chapter 3 of the author's *Canoes and Kayaks of Western America*; Kew and Goddard, *Indian Art and Culture*, p. 26.
14. Durham, *Indian Canoes*, pp. 52-54.
15. George Woodcock, *Peoples of the Coast: Indians of the Northwest Coast*, (Edmonton: Hurtig Ltd. 1977), p. 137.
16. Audrey Hawthorn, *People of the Potlatch: Native Arts and Culture of the Pacific Northwest Coast*, (Vancouver: Vancouver Art Gallery with the University of British Columbia, 1956), pp. 43, 44.

17. Kew and Goddard, *Indian Art and Culture*, p. 43.
18. Charles Hill-Tout, *British North America*, Vol. 1, *The Far West, the Home of the Salish and Déné*, (London: Archibald Constable and Co. Ltd., 1907), p. 356; Duff, *The Upper Stalo Indians*, p. 11. Here Duff refers to these "Lower Fraser Tribes" as Stalo (also spelled "Stallo" or "Stahlo"), from the Halkomelem *st'á'lu* meaning "river". Kwantlen is derived from Quoitl, the name for the Pitt River (also spelled "Quoitland", "Quoitlam", "Quoitline").
19. McKelvie, *Fort Langley*, p. 4. Description of What-tlekainum on pp. 6, 7; description of Kwantlen in Alfred H. Siemens, *The Lower Fraser Valley: Evolution of a Cultural Landscape*, (Vancouver: Tantalus Press, 1968), p. 70; map shows Kwantlen holding dominion over only the N.E. portion of Lulu Island; the southeastern shows no territorial claim by any Salish group; see also the "Table of British Columbia Indian Tribes and Bands, 1850-1963", in Wilson Duff, *The Indian History of British Columbia*, Vol. 1; *The Impact of the White Man*, Anthropology in British Columbia Memoir No. 5, (Victoria: Provincial Museum of British Columbia, 1964), pp. 25-27.

## Exploration: Search for a passage page 9—18

1. G.P.V. Akrigg and Helen Akrigg, *British Columbia Chronicle, 1778-1846: Adventures by Sea and Land*, (Vancouver: Discovery Press, 1975), p. 6.
2. Samuel Pinchas, *Pinchas his Pilgrimes*, (London, 1625), Book 3, Part 4, p. 880.
3. Henry R. Wagner, "Apocryphal Voyages to the Northwest Coast of America", *Proceedings* 41, American Antiquarian Society, (1931), pp. 179-190.
4. Margaret Ormsby, *British Columbia: A History*, (Toronto: The Macmillan Company of Canada, 1958), p. 7.
5. Henry R. Wagner, *Cartography of the Northwest Coast of America*, (Berkeley, California, University of California Press, 1937), p. 172.
6. José Mariano Mozino, *Noticias de Nutka, An Account of Nootka Sound in 1792*, ed. and trans. Iris Higbie Wilson (Toronto, Montreal: McClelland and Stewart Ltd., 1970), pp. xxvii, 66.
7. Akrigg and Akrigg, *British Columbia Chronicle*, p. 15; Ormsby, *British Columbia*, p. 8.
8. G.S. Ritchie, "Captain Cook's Influence on Hydrographic Surveying", paper presented at the conference, "Captain James Cook and His Times", April 26-29, 1978, Simon Fraser University, pp. 1, 2.
9. J.C. Beaglehole, *The Exploration of the Pacific*, 3d. ed., (Stanford; California; Stanford University Press, 1908), pp. 297, 298.
10. Wagner, *Cartography*, pp. 199-201.
11. Ormsby, *British Columbia*, p. 17.
12. Wagner, *Cartography*, p. 217. Manuel Quimper did, however, discover Sooke Harbour (Puerto de Revilla Gigedo), Esquimalt Harbour (Puerto de Cordova), Haro Strait and Mount Baker (Carmelo). He also skirted the San Juan Archipelago, heading west to Port Discovery (Puerto de la Bodega y Quadra).

13. James S. Matthews, ed., *Vancouver Historical Journal*, No. 5, (August 1965), p. 30.
14. Wagner, *Cartography*, p. 218; Matthews, *Vancouver Historical Journal*, p. 30.
15. Matthews, *Vancouver Historical Journal*, p. 19.
16. *Ibid.*
17. *Ibid.*, p. 30.
18. *Ibid.*, p. 35.
19. *Ibid.*, p. 42.
20. Alfred Coester, "The last Important Spanish Discovery in the Pacific Northwest", *Vancouver Historical Journal*, No. 5, (August 1965), p. 17.
21. Ormsby, *British Columbia*, p. 21.
22. Walter N. Sage, "Spanish Explorers of the British Columbia Coast", *Canadian Historical Review*, (December 1931), p. 402.
23. Sage, "Spanish Explorers", p. 403.
24. Captain George Vancouver, *A Voyage of Discovery to the North Pacific Ocean and Round the World*, (London 1798, reprinted New York: Da Capo Press, 1967), p. xix. Bibliotheca Australiana No. 30; Vol. 1, pp. 299-302.
25. Vancouver, *A Voyage of Discovery*, Vol. 1, p. 245; also cited in N.W. Emmott, "Captain Vancouver and the Lunar Distance", *The Journal of Navigation*, Vol. 27, No. 4, (October 1974), p. 491.
26. Ritchie, "Captain Cook's Influence", p. 9.
27. Vancouver, *A Voyage of Discovery*, Vol. 1, p. 300.
28. *Ibid.*, p. 301.
29. *Menzies' Journal of Vancouver's Voyage, April to October, 1792*, edit. with botanical and ethnological notes by C.F. Newcombe, M.D., (Victoria, B.C., King's Printer, 1923) Archives of B.C. Memoir No. 5, p. 60. Author's note: present day notation of latitude and longitude of Point Roberts, according to the National Atlas of the United States of America is 48°58.7' N. and 123°04.5' W.
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32. Vancouver, *A Voyage of Discovery*, Vol. 1, p. 302.
33. Barry M. Gough, *The Royal Navy and the Northwest Coast of North America, 1810-1914: A Study of British Maritime Ascendancy*, (Vancouver: University of British Columbia Press, 1971), pp. 2, 9, 33.
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35. *Ibid.*, p. 57.
36. McKelvie, *Fort Langley*, p. 13.
37. *Ibid.*, p. 14.
38. Hubert Howe Bancroft, *The Works of Hubert Howe Bancroft, Vol. II, History of the Northwest Coast, 1800-1846*, (San Francisco: A.L. Bancroft and Co., 1894), p. 479.
39. *Ibid.*
40. McKelvie, *Fort Langley*, p. 53.
41. Matthew Mac Fie, *Vancouver Island and British Columbia: Their History, Resources and Prospects*, (London: Longman, Green Longman, Roberts and Green, 1865; reprinted in facsimile edition Toronto: Coles Publishing Co., 1972), p. 207.
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3. Correspondence of Alexander Caulfield Anderson as cited in Alexander Begg, *History of British Columbia, from its Earliest Discovery to the Present Time*, (Ryerson Press, 1804; reprinted Toronto: McGraw-Hill Ryerson Ltd., 1972) p. 180.
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6. Matthew Baillie Begbie to Douglas, April 30th, 1860. Colonial Government correspondence, Provincial Archives of British Columbia.
7. W.N. Draper: "Pioneer Surveys and Surveyors in the Fraser Valley", *B.C. Historical Quarterly*, Vol. 5, No. 3, (July 1941), p. 215; G. Smedley Andrews, *Sir Joseph William Trutch, K.C.M.G., C.E., L.S., F.R.G.S., 1826-1904; Surveyor, Engineer, Statesman*. A memorial apropos of the 1871-1971 Centenary of British Columbia Confederation with Canada, (Victoria, B.C. Lands Service in co-operation with the Corporation of Land Surveyors in B.C., 1972). It seems though, that Governor Douglas was unsure about the hiring of Trutch. Governor Douglas to R.C. Moody, 1st June, 1859, B.C. Royal Engineers Correspondence Outward, Provincial Archives of British Columbia.
8. Margaret North, "A brief Guide to the Use of the Land Surveyors' Notebooks in the Lower Fraser Valley, B.C., 1859-1890". *B.C. Studies*, No. 34, (Summer 1977), p. 46. See also Royal Engineers Letterbooks, New Westminster District, Group 2, South of North Arm. 7/59 - Ranges 4, 5, 6, 7W, Block 5N, Sea and North Lulu Island; 10/59 - Ranges 7W, Block 3 and 4N, Front End of Lulu Island; 6/59 - Range 6W, Block 4N, Lulu Island; 40/74 - Range 6W, Block 3N, South Lulu Island; 11/59 - Ranges 5W, Block 3 and 4N, South Eastern Lulu Island. The letter books are located in the Provincial Land Surveyors Office, Victoria, B.C.
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10. Governor Douglas to Newcastle, May 31st, 1860. Despatches to Colonial Secretary, Provincial Archives of British Columbia.
11. *British Columbian*, 9 May 1861, p. 3.
12. G.P. V. and Helen Akrigg, *British Columbia Chronicle, 1778-1846: Adventures by Sea and Land*, (Vancouver, Discovery Press, 1975), pp. 108, 119, 120.
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### Establishing a Foothold page 19 — 38

1. Bruce McKelvie, *Fort Langley, Outpost of Empire*, (Vancouver: *Vancouver Daily Province*, 1947), p. 38; *Journal of the Expedition from Fort Vancouver to the Fraser River, under James M. MacMillan, and the Establishment of Fort Langley, Commencing 18th June, 1827, and Carried Up to 17th February, 1828*, Provincial Archives of British Columbia.

17. *British Columbian*, 9 May 1861, p. 2.
18. Margaret L. McDonald, *New Westminster, 1859-1871*, (Master's thesis, U.B.C., 1947), p. 108.
19. Frances A. Woodward, "The Influence of the Royal Engineers in the Development of British Columbia", *B.C. Studies*, No. 24, (Winter 1974-1975), p. 24. The author wishes to thank Miss Woodward for her advice and criticism on this section. Other general sources on the Royal Engineers include Lillian Cope, *Colonel Moody and the Royal Engineers in British Columbia*, (Master's thesis, U.B.C., 1940); Winnifred M. Hall, *The Royal Engineers in British Columbia, 1858-1863*, (Master's thesis, U.B.C., 1925), and Frederick W. Howay, "The Work of the Royal Engineers in British Columbia 1858-1863", an address delivered before the Art, Historical and Scientific Association of Vancouver on 9th February, 1909, (Victoria 1910).
20. George R. MacMinn, *The theatre of the Golden Era in California*, (Caldwell, Idaho; The Caxton Printers Ltd., 1941), p. 455; A.G. Harvey, "Sweet Lulu Sweet", *Vancouver Daily Province*, 19 March 1949, p. 8. The author also acknowledges the valuable research of Wendy Green conducted in the several state and theatre archives in California.
21. *British Colonist*, 18 January 1861, p. 3. reviews of Miss Sweet's performances at New Westminster are unavailable as the *British Columbian* did not commence publication until 1861.
22. *British Colonist*, 17 January 1861, p. 3; 19 January 1861, p. 3.
23. Harvey, "Sweet Lulu Sweet"; other general references to the naming of Lulu Island include, "The Lady Was a Lulu", *The Vancouver Province*, 26 September 1973, p. 17 and "Who Put the Lulu Into Lulu Island", *Vancouver News-Herald*, 16 March 1949.
24. Laing, *Colonial Farm Settlers*, p. 38.
25. "A Visit to Richmond", *British Columbian*, 13 September 1862, p. 3.
26. Maud Ethel Bunting, "Hugh McRoberts of McRoberts Island and Jennie McRoberts of Richmond: *Vancouver Historical Journal* No. 5, (August 1965), p. 171.
27. Eleanor Z. Bunting, "Narrative and Biographical Sketch of Hugh McRoberts", *Vancouver Historical Journal* No. 5, (August 1965), p. 177.
28. *Ibid.*, p. 178.
29. Through the months of September and October of 1861, McRoberts purchased 12 sections, 10 (100 acres), 11 (121 acres), 12 (100 acres), 13 (160 acres), 14 (160 acres), 15 (100 acres), 22 (160 acres), 23 (160 acres), 24 (160 acres), 26 (160 acres), 34 (78 acres), 35 (146 acres), in Block 5N Range 7 West and Block 5N Range 6 West, he purchased sections 7 (7 acres), 17 (7 acres), and 18 (125 acres) on Sea Island and across the river below what is now Southwest Marine Drive. He paid 4s 2d per acre. By 1866 he had purchased 2,671 acres on both sides of the river. Laing, *Colonial Settlers*, pp. 117, 121, J.S. Matthews, ed., *Vancouver Historical Journal* No. 5, (August 1965), p. 188, Lands and Works Department, Charles Good, Colonial Office to H.R. Howse, 16 August 1865, Provincial Archives of British Columbia.
30. Matthews, *Vancouver Historical Journal*, pp. 159, 161. A sampling from the letterbooks of the Royal Engineers surveyors, indicates the range of vegetation across the islands; Sea Island is described in the following way, "land level and wet. The grass prairie and cranberry swamp underwater. Timber, cedar, spruce, alder, aspen etc. with crabapple and pine brush"; and the westernmost areas of Lulu Island between the middle and South Arms as "land level soil 2nd rate but gravelly. Timber, fir, cedar, hemlock. Undergrowth vinemaple, salmonberry bushes", and land in the middle of Lulu Island from the area of present day Brighthouse to the South Arm, is described, "A large portion of the south half is nearly level, and the soil good but heavily timbered with large cedar and fir trees and with a dense undergrowth of vinemaple and various kinds of brush, which render it very difficult to survey or to clear for cultivation - in many places the soil is extremely rich, especially the two small but beautiful prairies in sections 21, 22, 27 and 23. These prairies produce a luxuriant growth of grass, fern, huckleberries and are surrounded by fine timber. All the water is of excellent quality and abounds throughout this country. In some sections the timber has been killed by fire and a thicket of young timber is growing up which is almost impenetrable. There is also a large amount of cedar and fir suitable for lumber".
31. The files of the Vancouver City Archives, "Richmond, B.C.", prepared by J.S. Matthews.
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33. *British Columbian*, 3 October 1866.
34. *Victoria Gazette*, 4 August 1888.
35. "Bricks at Last", *British Columbian*, 27 March 1862, p.2.
36. "Going Home", *British Colonist*, 7 April 1872, p. 3; notices, *British Columbian*, 27 March 1867, p. 3; 8 August 1868, p. 3.
37. *British Columbian*, 13 September 1862; notice of Mc Roberts' death was in the *British Columbian*, 14 July 1883 and of the sale of the McRoberts' effects, *British Columbian*, 18 July 1883.
38. Laing, *Colonial Settlers*, p. 121, notice of Mr. Murphy's death is in the *British Columbian*, 9 November 1861, and in McDonald, "New Westminster", p. 112.
39. Thomas Kidd, *History of Richmond Municipality*.
40. "Alexander Kilgour", *B.C. Genealogist*, Vol. VI, No. 1 (Spring 1977) 2, 4, 7.
41. Kidd, *History of Richmond*, p. 41.
42. Eric and Robert McClelland interview, November 1978, Richmond '79 Centennial Society; F.W. Howay and E.O.S. Scholefield, *British Columbia From the Earliest Times to the Present*, Vol. IV, p. 342, (Brighthouse), Vol. IV, p. 451, (Scratchley); J.B. Kerr, *Biographical Dictionary of Well-known British Columbians with a Historical Sketch*, (Vancouver: Kerr and Begg, 1890), pp. 110-113. There are numerous other sources of information about Sam Brighthouse which relate to his pursuits in Vancouver.
43. Kidd, *History of Richmond*, p. 30.
44. Mrs. Goldwyn Harris, "A Memoir of Richmond", (unpublished manuscript, 1968), p. 12.
45. Kidd, *History of Richmond*, p. 43.
46. *Ibid.*, p. 45.
47. *Ibid.*, p. 43.
48. Greta Cheverton, notes from conversations with Ida Steves. "Steves Before Steveston, up to 1878", p. 7.
49. Kidd, *History of Richmond*, p. 47.
50. Harold Steves, Sr., speech to A.O.T.S., March 2, 1960. (unpublished manuscript)
51. Kidd, *History of Richmond*, p. 187.

## Incorporation and Early Growth page 39 — 88

1. *British Columbia Executive Council Papers Inward*, April-June 1879, Provincial Archives of British Columbia; Thomas Kidd, *History of Richmond Municipality*, (History of Lulu Island and Occasional Poems), (Richmond, Wrigley Printing Co., 1927 reprinted Richmond Printers Ltd., 1973) p. 56; Richmond Historical and Museum Advisory Committee, *A History of Richmond*, (1958, reprinted 1971), p. 7, contains an incomplete list of petitioners.

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5. *Ibid.*
6. *Ibid.*
7. J.S. Matthews, "A night with the Boyds of Richmond, Canada", *Early Vancouver* Vol. 7, p. 89.
8. *Minutes*, 1880, Vol. 1, Reel 57. Biographical information on W. Norman Bole is difficult to find although there is a biographical profile in Vol. 4 of Howay and Scholefield, *British Columbia from the earliest times to the present*, (Vancouver, Clarke, 1914) p. 606, and there are several references in the *Mainland Gaurdian* from 1877 to 1886.
9. *Minutes*, 1880, Vol. 1, Reel 57.
10. B.C. Sessional Papers, Municipality Act No. 35, 1872.
11. *Minutes* 1887, Vol. 2, Reel 56. The minutes are an important source of information on Richmond's development, although they are often very difficult to read. Municipal affairs in the 1880s and 1890s were also described in Vancouver's newspapers, the *Vancouver Daily World* and the *Daily News Advertiser*.
12. *Minutes*, 1893, Vol. 1, Reel 56.
13. *Minutes*, 1891, Vol. 3, Reel 56.
14. *Minutes*, 1893, Vol. 1, Reel 56.
15. *Minutes*, 1890, Vol. 2, Reel 56.
16. *Minutes*, 1899, Vol. 5, Reel 56.
17. *Ibid.*
18. *Minutes*, 1886, Vol. 2, Reel 56.
19. *Minutes*, 1893, Vol. 3, Reel 56.
20. Kidd, *History of Richmond*, p. 153.
21. Melvin Jack Shelley, *A critical analysis of the water legislation of the province of British Columbia*. (Master's thesis, U.B.C., 1955) p. 129.
22. *Minutes*, April 5, 1880, Vol. 1, Reel 57.
23. Archie Blair, Notes on the Municipal Council, 1978, Richmond '79 Centennial Society. Many residents have similar memories. As most are as colourful it is unfortunate to have to omit them. Those cited here are from: William Rose, "Her Name was Lulu", *Vancouver Province*, 14 September 1935, p. 3.
24. Blair notes.
25. Mrs. Goldwyn Harris, Memoir of Richmond (unpublished manuscript, 1968), pp. 3-4.
26. Esther Baldwin, (taped interview, tape 16, side 1 and 2), Richmond Arts Centre.
27. Jacob Grauer, Richmond Arts Centre (taped interview, Tape 30)
28. Kidd, *History of Richmond*, p. 174; *Minutes*, 1895, Vol. 4, Reel 56.
29. *Minutes*, 1894, 1900, Vols. 4-5, Reel 56.
30. *Minutes*, 1909, Vols. 7-8, Reel 55.
31. *Ibid.*
32. Greta Cheverton, notes from conversations with Ida Steves. (hereafter cited as Cheverton notes).
33. Kidd, *History of Richmond*, p. 61.
34. Howse to Colonial Secretary, 1865. Provincial Archives of British Columbia.
35. John E. Gibbard, *Early History of the Fraser Valley, 1808-1885*, (Master's thesis, U.B.C., 1937), p. 190.
36. Kidd, *History of Richmond*, p. 82
37. Blair notes.
38. Kidd, *History of Richmond*, pp. 37, 66.
39. *Minutes*, 1885, Vols. 1-2, Reels 56, 57.
40. *Minutes*, 1890, Vol. 2, Reels 56, 57; Kidd, *History of Richmond*, p. 147.
41. *Minutes*, 1891, Vol. 3, Reel 56.
42. *Minutes*, 1885, Vols. 1-2, Reels 56, 57.
43. Kidd, *History of Richmond*, p. 172. The flood was also described in the newspapers of the day although reports concentrated on flood damage further up the river.
44. Isabella Hall, Richmond Arts Centre, (taped interview, tape 36, side 2; tape 37, side 1).
45. Blair notes.
46. Blair notes. *Minutes*, 1906, Vols. 6-7, Reels 56, 55.
47. Kidd, *History of Richmond*, p. 160.
48. *Minutes*, 1887, Vol. 2, Reel 56.
49. Blair notes
50. Harold Steves Sr., (taped interview, Tape 2, sides 1 and 2) Richmond Arts Centre.
51. Kidd, *History of Richmond*, p. 154.
52. Journals of the Legislative Assembly, 1894.
53. Kidd, *History of Richmond*, p. 171.
54. Kidd, *History of Richmond*, p. 146; *Minutes*, 1889, Vol. 2, Reel 56.
55. Kidd, *History of Richmond*, p. 146.
56. Kidd, *History of Richmond*, pp. 52, 97.
57. Kidd, *History of Richmond*, pp. 88, 97.
58. Cheverton notes.
59. *Ibid.*
60. Kidd, *History of Richmond*, p. 72.
61. Cheverton notes.
62. *History of Richmond Presbyterian Church* (published by the Session, 1925) p. 9.
63. Thomas J. Crosby, *Among the An-ko-me-nums or Flathead Tribes of Indians of the Pacific Coast*, (Toronto; W. Briggs, 1907), p. 145.
64. *British Columbian*, 13 September 1862, p. 3.
65. Kidd, *History of Richmond*, p. 110. Because it was of special interest to Kidd, a great deal of this work is devoted to the construction of the bridge. It is also dealt with throughout the Minutes of the Municipal Council from 1883 to 1888.
66. *Minutes*, 1888, Vol. 2, Reel 56.
67. Kidd, *History of Richmond*, p. 117.
68. *Minutes*, 1889, Vol. 2, Reel 56; Kidd, *History of Richmond*, p. 128.
69. *Minutes*, 1889, Vol. 2, Reel 56; Kidd, *History of Richmond*, p. 118, 133.
70. Kidd, *History of Richmond*, p. 131.
71. Blair notes.
72. Kidd, *History of Richmond*, p. 149.
73. *Minutes*, 1905, Vol. 16, Reel 56.
74. *Minutes*, 1895, Vol. 4, Reel 56.
75. *Minutes*.
76. Earl Mellis, interview with Richmond '79 Centennial Society, April, 1979. Mr. Mellis owns a scrapbook containing several articles and photographs of the Mellis stage.
77. *Minutes*, 1905, Vols. 6-7, Reels 56, 55.
78. *Minutes*, 1892, Vol. 3, Reels 56; *Minutes*, 1901, Vol. 5, Reel 56.
79. B.C.E.R. Papers, University of British Columbia Special Collections, Box 324.
80. *Minutes*, 1893, Vol. 3, Reel 56.
81. *Ibid.*
82. Cecil Maiden, *Lighted Journey, The Story of the B.C. Electric*, (Vancouver, B.C. Electric Co. Ltd., 1948) p. 3.
83. *Ibid.*
84. *Vancouver Daily Province*, 5 June 1901, p. 6; 21 August 1901, p. 1; 26 February 1902, p. 1; 29 March 1902, p. 1; 20 May 1902, p. 1; 3 July 1902, p. 1; 12 July 1902, p. 7. Most of these references are short references on the new tram line to Steveston. The most complete article appeared in the *British Colonist*, 6 July 1902, p. 8.
85. Cheverton notes. Much of the B.C.E.R.'s history has been documented by Patricia Roy, see "Regulating the

- British Columbia Electric Railway: The first public utilities commission in British Columbia", *B.C. Studies*, No. 11 (Fall 1971), pp. 3-20 and "The fine arts of lobbying and persuading: The case of the B.C. Electric Railway, 1897-1917", in *Canadian Business History*. (Toronto, McClelland and Stewart, 1972), pp. 239-254.
86. B.C.E.R. Papers, U.B.C., Special Collections, Box 324.
  87. Some of these stations are listed in Dellis Cleland, *Early Transportation in Richmond*, Richmond, 1972, p. 10. The remainder have been contributed by W.A. Felker and Ted Clark.
  88. B.C.E.R. Papers, U.B.C., Special Collections, Box 324-4. Although the papers state that Lulu and Brighthouse stations were 2 miles apart, it is known that these stations were only one mile apart.
  89. Dellis Cleland, *Early Transportation*, p. 9.
  90. *Vancouver's First Century: A City Album 1860-1960*, (Vancouver, B.C.: J.J. Douglas Ltd., 1977), xiii.
  91. Mary Boyd to J.S. Matthews, September 23, 1944, Vancouver City Archives.
  92. *Minutes*, 1880, Vol. 1, Reel 57; *Minutes*, 1886, Vol. 2, Reel 56; Kidd, *History of Richmond*, pp. 66-67.
  93. *Minutes*, 1881, Vol. 1, Reel 57.
  94. *Minutes*, 1890, Vol. 2, Reels 56, 57; *Minutes*, 1895, Vol. 4, Reel 56.
  95. *Minutes*, 1891, Vols. 2, 3, Reels 56, 57; *Minutes*, 1894, Vols 3, 4, Reel 56.
  96. *Minutes*, 1897, Vol. 4, Reel 56.
  97. *Minutes*, 1896, Vol. 4, Reel 56; *Minutes*, 1890, Vol. 2, Reels 56, 57.
  98. Kidd, *History of Richmond*, p. 179; *Minutes*, 1895, Vol. 4, Reel 56.
  99. *Minutes*, 1898, Vol. 5, Reel 56.
  100. *Minutes*, 1895, Vol. 4, Reel 56.
  101. *Minutes*, 1891, Vols. 2, 3, Reels 56, 57; *Minutes*, 1892, Vol. 3, Reel 56; *Minutes*, 1894, Vol. 4, Reel 56; *Minutes*, 1896, Vol. 4, Reel 56.
  102. *Minutes*, 1900, Vol. 5, Reel 56; *Minutes*, 1895, Vol. 4, Reel 56; *Minutes*, 1899, Vol. 5, Reel 56.
  103. James Morton, *In the Sea of Sterile Mountains: The Chinese in British Columbia*, (Vancouver, J.J. Douglas Ltd., 1974), p. 101. The story is also told in Ruth Leaming, "Murder by Brush Hook", *Richmond Review*, 21 March 1979, which includes a picture of a brush hook.
  104. *Minutes*, 1903, Vol. 6, Reel 55; *Minutes*, 1906, Vols. 6, 7, Reels 56, 55; *Minutes*, 1909, Vols. 7, 8, Reel 55.
  105. *Minutes*, 1880, Vol. 1, Reel 57. The duties of a fenceviewer were outlined in The Line Fence Act which in the 1960s became the Trespass Act. The Line Fence Act has now been repealed.
  106. J.W. Sexsmith to H.P. Crease, 12 October 1878, Crease Correspondence Inward, Provincial Archives of British Columbia.
  107. *Minutes*, 1893, Vol. 4, Reel 56.
  108. *Minutes*, 1896, Vol. 4, Reel 56.
  109. *Minutes*, 1903, Vol. 6, Reel 55.
  110. *Minutes*, 1902, Vols. 5, 6, Reels 56, 55; *Minutes*, 1909, Vols. 7, 8, Reel 55.
  111. *Minutes*, 1897, Vol. 4, Reel 56, Barbara Hynek, "Have you removed your night soil?" *Richmond Review*, 31 January 1979.
  112. Daphne Marlatt, *Steveston Recollected: A Japanese-Canadian History*. (Victoria: Aural History, Provincial Archives of British Columbia, 1975), p. 35. Rintaro Hayashi, Richmond '79 Centennial Society Interview, March 1979.
  113. Michael Brighthouse Wilkinson changed his name to M. Wilkinson-Brighthouse to carry on the family name in the area.
  114. *Minutes*, 1885, Vols. 1, 2, Reels 57, 56.
  115. Kidd, *History of Richmond*, pp. 91-93.
  116. *Minutes*, 1885, Vols. 1, 2, Reels 57, 56.
  117. *Minutes*, 1892, 1893, Vol. 3, Reel 56.
  118. Notes on Richmond's telephone history compiled by Miss T. Rhodes of the B.C. Telephone Company.
  119. *British Columbia Government Gazette*, 1885. Copies of this item are available at the Municipal Hall in Richmond and at the Richmond Public Library.
  120. *An Historical Sketch of Richmond Presbyterian Church, Marpole, B.C., 1861-1925*, prepared by the Session and published by its authority, 1925, p. 8.
  121. John C. Goodfellow, "John Hall: pioneer Presbyterian in British Columbia". *B.C. Historical Quarterly*, Vol. 7, No. 1 (January 1943), "Reverend Robert Jamieson", F.W. Howay and E.O.S. Scholefield, *British Columbia, from the earliest times to the present* (Victoria, 1914), Vol. 3, p. 186. *Historical Sketch of Richmond Presbyterian*, p. 8.
  122. Kidd, *History of Richmond*, p. 101.
  123. Winnifred Kidd, *Marpole United Church, a short history*, prepared by the Official Board of Marpole United Church, 1975, p. 12.
  124. Kidd, *Marpole United Church*, p. 14.
  125. *Historical Sketch of Richmond Presbyterian*, p. 24.
  126. F.E. Runnalls, *History of South Arm United Church*, (Ocean Park, 1965), pp. 5-7.
  127. Diaries of the Reverend James Wood and Margaret Jane Wood, 1887-1907, Provincial Archives of British Columbia, June 11, 13, 14, 1894.
  128. Diaries of James Wood, September 20, 1885, December 26, 1885; on May 16, 1886, the arrangement with Mr. Steves was made.
  129. Conversations with Mrs. Greta Cheverton, Mrs. Leleah Ireland and Mrs. Jesse (Steves) Hall.
  130. "The Chapel in Minoru Park", *Richmond Review*, 14 February 1979; file folder on the church prepared by Jacqueline Gresko, History instructor, Douglas College.
  131. St. Anne's Anglican Church, Richmond Files, Richmond Public Library. See also the notebooks of Greta Cheverton which are based on conversations with Ida Steves.
  132. Greta Cheverton, "The Controversial Organ", a manuscript in the Vancouver City Archives.
  133. Richmond Files, Richmond Public Library. The Richmond Files are based on taped interviews with church members by the Richmond Arts Centre.
  134. F.E. Runnalls, *History of Steveston United Church*, (Steveston United Church, Steveston, B.C., 1965), p. 34.
  135. *Historical Sketch of Richmond Presbyterian Church*, pp. 19-20; The Richmond Arts Centre has a handwritten manuscript on the history of The Women's Missionary Society.
  136. *Historical Sketch of Richmond Presbyterian Church*, pp. 20-21.
  137. *Historical Sketch of Richmond Presbyterian Church*, pp. 26-27.
  138. Alexander Begg, *History of British Columbia, from its earliest Discovery to the Present Time*, (Ryerson Press, 1804; reprinted Toronto: McGraw-Hill Ryerson Ltd., 1972). p.
  139. Kidd, *History of Richmond*, pp. 103-104; Greta Cheverton, *History of Schools in Steveston*, located in the Richmond Arts Centre.
  140. Superintendent of Education, *Thirty-first annual report of the Public Schools of British Columbia, 1901-1902* (Victoria, King's Printer, 1902), A1xxi, A1xxiii, A1xxv.
  141. *Public schools report*, 1902, A1xxv; a brief description of English School is also provided in the introductory pages of F.E. Runnalls, *History of South Arm United Church*, (Ocean Park, 1965).
  142. Memoir by Mrs. A. Blair prepared for the Richmond '79 Centennial Society, April 1979.
  143. *Public schools report*, 1902, A1xxi.
  144. *Public schools report*, 1902, A1xxiii, Axxiii. The Provincial Archives of B.C. has a microfilm copy of Miss Sweet's diary. (Mrs. James Wood.)

145. *Public schools report, 1902*, Axxi, Axxvi, Axlviii, Aliii.
146. *Public schools report, 1902*, Axlvi, Axlviii, Alii, Aliii.
147. *Public schools report, 1902*, A41-A42.
148. *Public schools report, 1902*, Axxi, Axxiii, Axxvi.
149. Boggis, *History of Richmond Public Schools*.
150. *Public schools report, 1902*, Axxi, Axxiii, Axxvi.
151. Superintendent of Education, *Thirty-third annual report of the Public Schools of British Columbia* (Victoria; King's Printer, 1904).
152. The public schools reports prepared by the Superintendent of Education for the years 1902-1910 provide a continuing profile of schools in Richmond with comparative statistics for other British Columbia schools. Minutes of School Board meetings are also helpful although at the time of writing they are available to private researchers only upon request.
153. Pat Negrace, a scrapbook of Alexander Mitchell School.
154. Boggis, *History of Richmond Public Schools*.
155. Mrs. Oke, memories of Bridgeport School, notes from an interview, Richmond Arts Centre; Richmond Files, Richmond Public Library, "Principal became peddler to swell pay, grads told," *The Province*, 10 June 1967, p. 11.
156. Kidd, *History of Richmond*, p. 59.
157. Kidd, *History of Richmond*, p. 81; Archie Blair, correspondence with Municipal Council, March 21, 1977; Cheverton notes; the location of the London's wharf and the public wharf at London's Landing have been the source of some controversy in the 1970s as the designation of the London's farmhouse as an historic site was being debated in council. For information on that debate, researchers are advised to consult the minutes of Municipal Council meetings, 1977 and to contact the Richmond Historical and Museum Society, see also Mr. and Mrs. Herb Howse, Richmond Arts Centre taped interview, Tape 3, side 2.
158. Cheverton notes; the story of the Steves arrival is told in a variety of places, including Kidd, *History of Richmond*, pp. 52-53; *Steveston Recollected*, p. 41; the Steves family has some copies of the *Steveston Enterprise*, the Richmond Arts Centre also has one copy.
159. Howay and Scholefield, *British Columbia*, Vol. 3, pp. 226, 890.
160. Cheverton notes; *British Columbia Directory 1903*, *Point Grey Gazette*, Edition of Progress, 1913, p. 12.
161. Information on early Steveston may be gleaned from a variety of sources, including the taped interviews at the Richmond Arts Centre which are indexed and described in the files of the Richmond Public Library. The author has also relied upon the collective memories of early residents and their descendants, including Mrs. Jesse Steves Hall, Mrs. James Cheverton, Mrs. S.L. Ireland, Mrs. Ruth Kennedy and Miss Winnifred Steves.
162. Howay and Scholefield, *British Columbia*, Vol. 4, p. 432; Kidd, *History of Richmond*, pp. 32, 81; "Golden wedding is celebrated", *Marpole-Richmond Review*, 23 June 1931, pp. 1, 4; *Eburne and District, an illustrated album of various sections of the municipality of Point Grey* (Eburne, B.C.; Alf. H. Lewis, 1908) unpagged, Chapter VIII; "Portrait of a Pioneer, Robert Gordon", (unpublished manuscript, prepared by D.S. Gordon, n.d.).
163. Robert E. Cail, *Land, Man and the Law; The disposal of Crown Lands in British Columbia, 1871-1913*, (Vancouver, U.B.C. Press, 1974), p. 39; the records of these transactions are in The Colonial Government Correspondence at the Provincial Archives of British Columbia.
164. Cail, *Land, Man and the Law*, pp. 38-40.
165. Cail, *Land, Man and the Law*, p. 40; "Mrs. Bill Gray passes suddenly". *Richmond Review*, Vol. 13, (1944), p. 1. Mrs. Gray's maiden name was Haugh. Mr. Cail incorrectly records the name Haugh as Waugh.
166. Ron Jacobson, *The First Richmond Finnish Pioneers* (unpublished manuscript, 1979), pp. 2-3.
167. Unidentified clipping dated 1899, located in the files of (Steveston) Richmond Public Library.
168. There are many sources which provide a good layout of Steveston, including the Fire Insurance Atlas of Steveston for the years 1895, 1901, etc. prepared by the Charles Goad Co. of Montreal. These atlases are available in the Special Collections Division, U.B.C.; See also Cheverton notes; photographs are an excellent source of information, some of which are included in this chapter.
169. *Eburne and District*. Peg McNamara, Marpole: *Heritage of 100 Years*, (Vancouver, Marpole - Oakridge Area Council, 1975), p. 12; that part of Eburne which lay north of the river became Marpole in 1916.
170. Richmond Files, Richmond Public Library.
171. *British Colonist*, 16 June 1891.
172. *British Colonist*, April 1904; *British Colonist*, June 1904; *British Colonist*, August 1904.
173. Hamilton's performance also included a daring landing. He took the plane high in the air, cut his engine, forcing the plane into a nose dive. Hamilton "flattened out" just in time to make a spectacular landing in the middle of the park; Frank H. Ellis, "Our flying heritage", *Pioneer Days in British Columbia* (Surrey, B.C., Heritage House Publishing 1977), Vol. 3, pp. 92-93. This excerpt is taken from Frank H. Ellis, *Canada's Flying Heritage*, Revised edition, (Toronto, University of Toronto Press, 1961) p. 64.
174. Frank Ellis, *Canada's Flying Heritage*, p. 84. "First passenger flight made in west on biplane", *Province*, 25 April 1912, p. 10. The story of early aviation has also been told in two recent articles published in the *Richmond Review*, Barbara Hynek, "Early Flights at Minoru", and John Belshaw, "Richmond takes to the Air", both part of a series published by the Richmond '79 Centennial Society.

## The Community Takes Shape: 1910 - 1930

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1. "For the great future of greater Vancouver", *The British Columbian Centennial Edition*, n.d., p. 46. Frank B. Vernon, "Point Grey and the Big Docks", *Point Grey Gazette*, Edition of Progress, 14, June 1913, pp. 20-21.
2. "For the great future of greater Vancouver", *British Columbian*, p. 46. Geoffrey Taylor, "A fantastic plan for port at Steveston, 1912 dream that never came true". *Richmond Review*, (29 June 1967), p. 1.
3. *Richmond Record*, Vol. 1, No. 2, (April 1926), p. 1. The plan is also described in "Richmond and Point Grey Board of Trade", *Point Grey Gazette*. Edition of Progress, 14 June 1913, p. 28.
4. *Richmond Record*, (April 1926), p. 1.
5. C.O. Scott, "Industrializing Lulu Island", *Vancouver Daily Province*, 13 July 1930, magazine section, p. 10.
6. A complete list of reeves, councillors and municipal clerks for this period appears in Appendix I.
7. Richmond Municipal Council, *Minutes of Meetings of the Municipal Council*, (Edmonton: Commonwealth Graphics Ltd.), 1913, Vol. 10, Reel 55. (hereafter cited as *Minutes*).
8. *Minutes*, 1922, Vols. 13, 14, Reel 54; *Minutes*, 1924, Vols. 14, 15, Reel 54.
9. *Minutes*, 1924, Vols. 14, 15, Reel 54.
10. *Minutes*, 1912, Vol. 9, Reel 55.
11. *Minutes*, 1916, Vol. 11, Reel 55.
12. *Minutes*, 1921, Vol. 13, Reel 54; *Minutes*, 1924, Vols. 14, 15, Reel 54. The Fraser Avenue Bridge did not become known as the Fraser Street bridge until the 1940s.
13. *Minutes*, 1924, Vols. 14, 15, Reel 54.

14. *Minutes*, 1917, Vols. 11, 12, Reels 54, 55.
15. *Minutes*, 1917, Vols. 11, 12, Reels 54, 55.
16. *Minutes*, 1929, Vol. 17, Reel 53.
17. Dellis Cleland, *Early Transportation in Richmond*, (Richmond Nature Park Publications, 1972), Pioneer Historical Publication No. 6, p. 13.
18. *Minutes*, 1927, Vol. 16, Reels 53, 54.
19. *Minutes*, 1925, Vol. 15, Reel 54.
20. *Minutes*, 1912, Vol. 9, Reel 55.
21. Joanne Hol, "The B.C.E.R.'s influence on Richmond's urbanization after 1905", (undergraduate Douglas College paper, 1977), p. 7. Photocopies of this paper and others prepared in this history class (the course name varies from year to year, but concerns history of the Fraser Valley and Lower Mainland of British Columbia) are located in the Richmond Arts Centre.
22. George Fentiman, taped interview, Richmond Arts Centre, Tape 5, Sides 1 and 2.
23. *Minutes*, 1922, Vols. 13, 14, Reel 54.
24. *Minutes*, 1928, Vol. 16, Reel 54; *Vancouver Daily Province*, 28 October 1928, p. 8.
25. Alex Eyton, Richmond Arts Centre, taped interview, Tape 19, Side 1.
26. Chuck Davis, ed., *The Vancouver Book*, (North Vancouver, B.C., J.J. Douglas, 1976), p. 135; Pat Negrace, "History of Mitchell School", manuscript prepared for a Mitchell School scrapbook; Thomas Kidd, *History of Richmond Municipality*, (Wrigley Printing Co., 1927; reprinted, Richmond Printers, 1973), pp. 18, 151.
27. *Minutes*, 1913, Vol. 10, Reel 54.
28. *Minutes*, 1919, Vol. 12, 13, Reel 54.
29. *Point Grey Gazette*, Edition of Progress, 14, June 1913, p. 17 (photograph of reeve on p. 14).
30. Kidd, *History of Richmond*, p. 50.
31. Annie Porter, Richmond Arts Centre, taped interview, Tape 9, Side 1.
32. *Minutes*, 1921, 1922, 1923, Vols. 13, 14, Reel 54.
33. *Minutes*, 1915, Vols. 10, 11, Reels 54, 55.
34. *Minutes*, 1917, Vols. 11, 12, Reels 54, 55.
35. Properties sold under the Soldiers Settlement Act are now administered by the Veterans' Land Administration Office of Veterans' Affairs Canada.
36. Cenotaph, Municipal Hall. Men honoured there include: Ralph B. Carter, R. Chatterton, Thos. L. A. Chou, Walter J. Davies, John Donald, Fred N. Gay, Alex Gordon, Arthur Grandy, Fred J. Hall, J. Hayne, B. Kitche, Geo. Lemon, Reginald Lemon, Thos. Leslie, Charles Mang, W.G. Moore, A. Muir, Louis Myhill, Geo. Nelson, Robert C. Scotchbrook, James Scott, Geo. W. Sills, Walter C. Steeves, Edward Turnell, Arthur Wheeler, Edward Williams. These names are also printed in *The Gold Stripe* No. 2, A tribute to the British Columbia men who have been killed, crippled and wounded in the Great War, (Vancouver, The Amputation Club of B.C., 1919), p. 105, and in "Cenotaph Inscriptions - Richmond, B.C.", *The British Columbia Genealogist*, Vol. 2, No. 2 (February 1973), p. 29.
37. Kidd, *History of Richmond*, p. 74; an account of the fire in the *Richmond Review*, 29 June 1967, states, "an accountant conducting the audit mistook the kerosene for coal oil which set the building on fire", - this account is also mentioned in "Richmond's Town Councils Kept on the Move", prepared by John Belshaw and scheduled to appear in the *Richmond Review* in the late summer of 1979.
38. *Minutes*, 1913, 1918, 1919, Vols. 10, 12, 13, Reels 54, 55.
39. *Minutes*, 1918, Vol. 12, Reel 54; John Belshaw, "Baked Salmon: The Steveston Fires", *Richmond Review*, 21 February, 1979, pp. 16-17.
40. Daphne Marlatt, *Steveston Recollected*, (Victoria: Aural History, Provincial Archives of British Columbia, 1975), p. 41.
41. Greta Cheverton, notes from conversations with Ida Steves.
42. Frank Nishii, memoirs of Richmond, prepared on the occasion of Richmond's '79 Centennial celebrations, April 1979.
43. *Minutes*, 1926, 1933, Vols. 15, 20, 21, Reels 54, 55.
44. *Minutes*, 1911, 1917, Vols. 8, 9, 11, 12, Reels 54, 55.
45. Margaret W. Andrew, "Epidemic and Public Health: Influenza in Vancouver, 1918-1919", *B.C. Studies*, Summer 1977.
46. Pat Negrace, "History of Mitchell School", p. 1.
47. *Minutes*, 1927, Vols. 15, 16, Reels 53, 54.
48. *Point Grey Gazette*, Edition of Progress, "America's Finest Race Course is located in Richmond Municipality", p. 25.
49. "100 Years of B.C. Racing", *B.C. Thoroughbred*, Vol. XII, No. 1 (January 1968), pp. 18-19.
50. "First Minoru Handicap Carries Historic Name", *Vancouver Sun*, 2 May 1977.
51. *Minutes*, 1914, Vol. 10, 1955.
52. Diane Killeen, "Landsdowne Park", (undergraduate Douglas College paper), 1973, pp. 7-10.
53. Thomas Wodehouse Leigh Newton, *Lord Landsdowne, a Biography*, (London, Macmillan and Co. Limited, 1929) pp. 39-40.
54. *Point Grey Gazette*, Edition of Progress, p. 24.
55. Mrs. Oke, unpublished memoirs located at the Richmond Arts Centre; collective memories of Mrs. Archie (Mabel) Blair, Mrs. Dorothy Lanoville, Mrs. Robert Boyd, Mrs. Ken Elston.
56. John Belshaw, "The Golden Age of Lacrosse", *Richmond Review*, 25 April 1979, p. 58; Pete Rolston, Richmond Arts Centre taped interview, Tape 69, Side 1.
57. "Richmond Rifle Range", in the files of the Vancouver City Archives.
58. Mrs. Leslie Epton (Phyllis Fish), memoirs prepared on the occasion of Richmond's '79 Centennial celebrations, 1978.
59. F. E. Runnalls, *History of South Arm United Church*, (Ocean Park, 1965), p. 7.
60. Runnalls, *History of South Arm United Church*, p. 9.
61. Runnalls, *History of South Arm United Church*, p. 10.
62. Ibid.
63. Ibid.
64. Richmond Files, Richmond Public Library. These notes are derived from taped interviews which are located at the Richmond Arts Centre.
65. Ibid.
66. Ibid.
67. Rintaro Hayashi, Frank Nishii, interview with the Richmond '79 Centennial Society, March 1979; Runnalls, *History of Steveston United Church*, pp. 31-32.
68. Richmond Files, Richmond Public Library; notes provided by George Brandak, Special Collections, University of British Columbia.
69. Steve Boggis, *History of Richmond Public Schools*. This history is being printed by the Richmond School Board and will be available through them in the summer of 1979.
70. Rintaro Hayashi, Frank Nishii, interview with the Richmond '79 Centennial Society, March 1979.

### Harvesting the River page 111 — 130

1. *Pacific Fisherman Yearbook*, 1916; Joseph E. Forester and Anne D. Forester, *Fishing: British Columbia's Commercial Fishing History*, (Saanichton, B.C.: Hancock House Publishers Ltd., 1975), p. 55; Alan Morley, "The Lonely Hand-Liner", in *British Columbia: A Centennial Anthology*, Reginald Eyre Watters, ed. (Toronto: McClelland and Stewart Ltd., 1958), p. 139.



2. Forester and Forester, *Fishing*, p. 67.
3. Cicely Lyons, *Salmon, Our Heritage: The Story of a Province and an Industry*, (Vancouver: British Columbia Packers, 1969), p. 289.
4. Daphne Marlatt, *Steveston Recollected: A Japanese-Canadian History*, (Victoria: Aural History, Provincial Archives of British Columbia, 1975), pp. 3, 8; Duncan Stacey, presentation to the Steveston Historical Society, February 1979; Forester and Forester, *Fishing*, p. 56.
5. Hugh W. McKervill, *The Salmon People: The Story of Canada's West Coast Fishing Industry*, (Sidney, B.C.: Gray's Publishing Ltd., 1967), p. 91.
6. Lyons, *Salmon, Our Heritage*, p. 289; Duncan Stacey, presentation; Sid Watts and Ben Rose, Richmond Arts Centre, taped interview, Tape 11, Side 2.
7. Lyons, *Salmon, Our Heritage*, p. 222.
8. *Ibid.* pp. 138-140. N. Appert's findings were published in *Book For All Households on the Art of Preserving Animal and Vegetable Substances*, (1810); a record of a visit with the grandson of Nicholas Appert, Chevalier Appert, by G.S.M. McTavish is located in the Provincial Archives of B.C., "Fifty Years in the Canning Industry", an address to the B.C. Historical Association, 1941.
9. F.W. Howay, *British Columbia, From the Earliest Times to the Present*, 4 Vols. (Vancouver: S.J. Clarke, 1914), 2:584-587.
10. Lyons, *Salmon, Our Heritage*, p. 139.
11. *British Colonist*, 15 January 1869.
12. Howay, *British Columbia, From the Earliest Times to the Present*, Vol. 2 587.
13. Lyons, *Salmon, Our Heritage*, Appendix 36, p. 705. Figures on the cases of sockeye salmon packed may also be gathered from the Reports of the Provincial Fisheries Department, and the Pacific Fisherman and National Fisherman Yearbooks.
14. Forester and Forester, *Fishing*, p. 126.
15. Robert and Eric McClelland, Richmond '79 Centennial Society interview, November 1978.
16. Forester and Forester, *Fishing*, p. 129, shows 1936 Western Fisheries Advertisement.
17. McKervill, *The Salmon People*, p. 90. Note that the islands of Richmond are downstream from Mission.
18. *Ibid.*
19. Ken Adachi, *The Enemy That Never Was: A History of the Japanese Canadians*, (Toronto: McClelland and Stewart, 1976), pp. 13, 16, 18, 33. Joseph S. Roucek, "The Japanese in Canada", *The Study of Current English*, Vol. 20, No. 10. (October, 1965), pp. 56, 57.
20. Adachi, *The Enemy That Never Was*, p. 33.
21. Margaret Eadie Henderson, "The Japanese in British Columbia", *Canadian Magazine*, Vol. 30, No. 1, (May 1908) p. 5.
22. *Ibid.*, p. 9.
23. Marlatt, *Steveston Recollected*, p. 11.
24. *Ibid.*, p. 15.
25. Forester and Forester, *Fishing*, pp. 125, 126.
26. Adachi, *The Enemy That Never Was*, p. 38; Peter Neary and Donald Avery, "Laurier, Borden and a White British Columbia", *Journal of Canadian Studies*, Vol. 12, p. 24.
27. Thomas Kidd, *History of Richmond Municipality*, (Vancouver: Wrigley Printing Co. Ltd., 1927; reprinted Richmond: Richmond Printers Ltd., 1973), p. 150. Kidd states the opening year as 1883, but this conflicts with other sources, see Appendix III.
28. See Appendix III, Richmond Canneries, in this book.
29. Lyons, *Salmon, Our Heritage*, p. 159; H. Keith Ralston, U.B.C. Special Collections, *Vertical File No. 28*. Also by Ralston, *The 1900 Strike of Fraser River Sockeye Salmon Fishermen*, (Master's thesis, U.B.C., 1965). This work gives the most detailed account of the 1900 strike, while Ralston's works, in general, provide a good background of information about the structure of the fishing industry.
30. Lyons, *Salmon, Our Heritage*, p. 148. Group photograph including English and Ewen found on p. 110, Forester and Forester, *Fishing* (from P.A.B.C. collection).
31. Lyons, *Salmon, Our Heritage*, p. 158.
32. Forester and Forester, *Fishing*, pp. 116, 117. The photograph of the drawing of the *Titania* on p. 116 can be found at the Provincial Archives.
33. David Reid, *The Development of the Fraser River Salmon Canning Industry, 1885-1913*, (Pacific Region, Department of the Environment, Economics and Sociology Unit, 1973), centre table; Lyons, *Salmon, Our Heritage*, p. 196.
34. Lyons, *Salmon, Our Heritage*, pp. 230-232, 235; Henry J. Doyle, Henry J. Doyle Papers. Located in the Special Collections Division of U.B.C. These papers provide both an outline of Doyle's career as well as a profile of the canning industry in the province. The company was not without internal management problems. Henry Doyle, as a condition of his appointment, agreed to not take part in salmon processing for seven years. This condition was never more than generally suggested and served to cause tension between Mr. Doyle and the company's president, Aemilius Jarvis. In addition, the first salmon runs to follow the creation of the new company were the low years of the cycle and this did not enhance the general image of the company. Henry Doyle resigned, but not without airing his grievances with the association.
35. H. Keith Ralston and J. Friesen eds., *Historical Essays on British Columbia*, the Carleton Library, pp. 90, 96, (Toronto: McClelland and Stewart Ltd., 1976).
36. Reid, *The Development of the Fraser River Salmon Canning Industry*.
37. *Ibid.*
38. Doyle, Henry J. Doyle Papers, "Letter from Doyle to A.G. Kittson and Co., February 1, 1902".
39. The federal departments which have been responsible for the fisheries have been variously named: 1876, Department of Marine and Fisheries; 1914-1919, Department of Naval Service; 1920-1929, Department of Marine and Fisheries; 1930, Department of Fisheries. Persons who have served as government representatives include: James Cooper, 1871-1876; Alexander C. Anderson, 1877-1882; George Pittendrigh, 1882-1886; Thomas Mowat, 1886-1891; John McNab, 1891-1900; C.B. Sword, 1900-1911; F.H. Cunningham, 1911-1921; J.A. Motherwell, 1928-1946; F. Warne, 1946-1947; A.J. Whitmore, 1947-1960, and W.R. Hourston, 1960-. Lyons, *Salmon, Our Heritage*, p. 666.
40. *Ibid.*
41. Rintaro Hayashi, Richmond '79 Centennial Society interview, March 1979.
42. *Ibid.* Up to date records on licensing are numerous and varied. One good source is, Sol. Sinclair, *License Limitation - British Columbia: A Method of Economic Fisheries Management*, (Ottawa: Department of Fisheries of Canada, 1960).
43. Ralston, *The 1900 Strike of Fraser River Sockeye Salmon Fishermen*. This theme is the basis of Mr. Ralston's thesis and references to it are therefore scattered through the text.
44. Harold Griffin and George North, *A Ripple, A Wave: The Story of Union Organization in the B.C. Fishing Industry*, ed. Harold Griffin, (Vancouver: Fisherman Publishing Society, 1974), p. 2.
45. Griffin and North, *A Ripple, A Wave*, p. 3.
46. Griffin and North, *A Ripple, A Wave*, pp. 2, 3.
47. Marlatt, *Steveston Recollected*, p. 51; Rintaro Hayashi, Richmond '79 Centennial Society interview, March 1979; Teiji Kobayashi, *Sutebuston-jizen-dantai-sanjugonen-shi. (The Thirty-Five Years History of Steveston Fishing Industry)*, (Tokyo: Seiundo, 1935). Not available in translation, but undoubtedly a good source on the first Japanese fish-

- ermen's union. For a brief outline on the contents of this work see *Japanese Language Resources*, compiled by Kathleen Merken for the Richmond Public Library, 1978, and "The Japanese Canadian, a Bibliography", compiled by Yuko Shibata in *The Forgotten History of the Japanese Canadians*, Vol. 1 (Vancouver: New Sun Books, 1977).
48. Marlatt, *Steveston Recollected*, p. 9.
  49. Ibid.
  50. Lyons, *Salmon, Our Heritage*, p. 212.
  51. Ibid., p. 213
  52. Adachi, *The Enemy That Never Was*, pp. 58, 59.
  53. Ibid.
  54. Ibid.
  55. Ralston, *The 1900 Strike of Fraser River Sockeye Salmon Fishermen*, pp. 102, 103.
  56. *Vancouver Province*, 21 June 1900. p. 2.
  57. Marlatt, *Steveston Recollected*, p. 30; Hayashi, Interview.
  58. Marlatt, *Steveston Recollected*, p. 30.
  59. Adachi, *The Enemy That Never Was*, p. 58.
  60. *Victoria Colonist*, 11 July 1900, p.1.
  61. Griffin and North, *A Ripple A Wave*, p. 4. Lyons, *Salmon, Our Heritage*, p. 224.
  62. Kobayashi, *The Thirty-Five Years History of Steveston Fishing Industry*, Trans. Maya Koizumi, in Marlatt, *Steveston Recollected* p. 34.
  63. Adachi, *The Enemy That Never Was*, pp. 59, 60.
  64. Stuart Marshall Jamieson, *Times of Trouble: Labour Unrest and Industrial Conflict in Canada 1900-1966*, Task Force on Labour Relations Study No. 22, (Ottawa: Queen's Printer, 1968), p. 134.
  65. Adachi, *The Enemy That Never Was*, pp. 29, 110, 111, 129. Also, three newspapers were founded to foster the link between the Japanese and Japan; *Tairiken, Canada Shimpō, Daily People*.
  66. Neary and Avery, "*Laurier, Borden and a White British Columbia*", Vol. 12, p. 24.
  67. Adachi, *The Enemy That Never Was*, p. 81.
  68. Ibid., pp. 105, 106.
  69. Yuko Shibata, Shoji Matsumoto, Rintaro Hayashi, Shotardo Iida, *The Forgotten History of the Japanese Canadians*, Vol. 1, (Vancouver: New Sun Books, 1977) p. 8.
  70. Ibid., p. 6.
  71. Adachi, *The Enemy That Never Was*, p. 137.
  72. B.C. Fisheries Commission, Report and Recommendations, (Ottawa: King's Printer, 1923), pp. 11, 13.
  73. Adachi, *The Enemy That Never Was*, p. 143.
  74. Ibid., p. 144.
  75. *Removal of Japanese from Protected Areas*, (Vancouver: British Columbia Security Commission, 1942).
  76. Lyons, *Salmon, Our Heritage*, pp. 230-235, 245.
  77. Ibid., p. 238.
  78. Ibid., pp. 263-265.
  79. Ibid., Appendix 21, pp. 672-673.
  80. The records of the United Fishermen and Allied Workers Union are available at the Vancouver City Archives.
  81. Lyons, *Salmon, Our Heritage*, p. 351.
  82. See also the report of the Department of Labour on the Re-establishment of Japanese in Canada, 1944-1946.
  83. Bruce Hutchison, *The Fraser, Rivers of America Series*, (Toronto: Clarke, Irwin and Co. Ltd., 1950), p. 310.
  3. "Farming in Richmond", prepared by Archie Blair for the Richmond '79 Centennial Society (June 1978), p. 3.
  4. Archie Blair notes, pp. 4, 5; *Agriculture*, a draft essay by Dellis Cleland, pp. 16, 17.
  5. R.E. Gosnell, *The Year Book of British Columbia and Manual of Provincial Information*, (Victoria: 1903).
  6. *Richmond Record*, Vol. 1, No. 7, (September 1926), p. 5; Mrs. Annie Porter, Richmond Arts Centre; taped interview, Tape 9, Side 1, "Frederick Arthur Tomsett", *Biographies of the Pioneers*, compiled for the Richmond School Board by A.R. MacNeill; Ruth Learning, "Early Agricultural Fairs", *Richmond Review*, due for publication in the summer of 1979; *The British Columbian*, 14 October 1892, p. 4, 3 October 1906, p. 6.
  7. Dellis Cleland, *Berrying in Richmond: Pleasure or Profit*, Richmond Nature Park Committee, 1972; R.H. Maddocks, Richmond Arts Centre, taped interview, Tape 28, Side 2; Mr. and Mrs. E.H. Herbert, Richmond Arts Centre interview, (no tape); Norman May, Richmond Arts Centre, taped interview, Tape 28, Side 1; Douglas Savage, Richmond Arts Centre, taped interview, Tape 31, Side 2; Gordon McKay, Richmond Arts Centre, taped interview, Tape 29, Side 2; William Rose, "Interwoven Farm Pattern Success for McKim Bros", *Vancouver Sun*, n.d.
  8. Herbert Marrington, Richmond '79 Centennial Society, interview February 1979; Cleland, *Agriculture*, p. 12.
  9. Katherine Bissett, Richmond Arts Centre, taped interview, Tape 26, Side 2; Fred Shaw, Richmond Arts Centre, taped interview, Tape 27, Side 2.
  10. Mrs. Smallwood, interview with Richmond '79 Centennial Society, December 1978; "Cranberries Thriving on Island Bog", *Farm Service News*, (December 1948), p. 5.
  11. Jack Bell, Richmond Arts Centre, taped interview, Tape 32, Side 1; Elmer Carncross, Richmond Arts Centre, interview; Jim Thomas, Richmond Arts Centre taped interview, tape 27, Side 1; phone conversation with manager of Ocean Spray Co-operative, April 1979; *Report on Agriculture*, B.C. Department of Agriculture, (Victoria 1979).
  12. Elmer Carncross, Richmond Arts Centre, interview; Ruth Learning, "Magnums of Sphagnum", *Richmond Review*, 7 February 1979, p. 50.
  13. Conversation with Mrs. Rathbun, Richmond '79 Centennial Society, April 1979; Mr. and Mrs. J.A. McKinney, Richmond Arts Centre, taped interview, Tape 10, Side 1.
  14. *Japanese Language Resources*, compiled by Kathleen Merken for the Richmond Public Library, 1978; Chugi Kawase Collection, University of British Columbia, Special Collections.
  15. "Netted Gem", *Marpole-Richmond Review*, 3 May 1944, p. 2. The report stated that the soil was plowed deeply early in January followed by cross plowing. After planting, 25 tons of manure and ½ ton of fertilizer per acre were applied.
  16. Sam Gilmore, Richmond Arts Centre, interview (no tape); George and Bud Wright, Richmond Arts Centre, taped interview, Tape 30, Side 2, Tape 31, Side 1.
  17. The Select Standing Committee on Agriculture, *Marketing Boards in British Columbia*, Vol. II, Phase II, Research Report (September, 1978), pp. 63-81, 515; History of Members of the B.C. Coast Vegetable Marketing Board (1978); Secretary-Manager's Report to the B.C. Coast Vegetable Marketing Board for the year, April 1st, 1977 - March 31st, 1978.
  18. "Riot at Bridge in Potato War", *Marpole - Richmond Review*, 24 February 1937, p. 1; "Chuck Chooses Jail Sentence", *Marpole - Richmond Review*, 12 January 1938, p. 1.
  19. John Harrison, Richmond Arts Centre, taped interview, Tape 29, Side 2.
  20. "Frederick Arthur Tomsett", *Biographies of the Pioneers*.
  21. Morag Elizabeth MacLachlan, "*The Fraser Valley Milk Producers' Association: Successful Co-operative*", (Master's

## Harvesting the Land page 131 — 148

1. *The British Columbia Directory* for the years 1882 — 1883 embracing a business and a general directory of the province, dominion and provincial official lists, reliable information about the country. (Victoria: R.T. Williams, 1883), p. 243.
2. The Geological Survey of Canada as cited in the *Richmond Record*, Vol. 1, No. 6, (August 1926), p. 4.

- thesis, University of British Columbia, 1972), p. 23.
22. MacLachlan, "Fraser Valley Milk Producers", pp. 25, 247, 258-260.
  23. Conversation with Mrs. Elsie Jones, February, 1979; notes on Beecham Dairy, prepared by Roy Burns, January 1979; Cleland, *Agriculture*, pp. 18, 20; Jake Grauer, Richmond Arts Centre, taped interview, Tape 30, Side 1; Harold L. Steves Sr., Richmond Arts Centre, taped interview, tape 26, Side 1; "Fair Talk", P.N.E. magazine, Vol. 1 No. 19, (April 1961); Eric and Robert McClelland, interview, Richmond '79 Centennial Society, November, 1978.
  24. G.A. Grauer, Richmond Arts Centre, taped interview.
  25. Gordon McKay, Richmond Arts Centre, taped interview, tape 29, side 2; Mr. and Mrs Geert Keur, Richmond Arts Centre, taped interview, Tape 33, Side 1; Norman May, Richmond Arts Centre, taped interview, tape 28, side 1.
  26. Vincent Bissonette, "Barns of the Lower Fraser Valley", (undergraduate paper, University of British Columbia, 1972), pp. 3, 4.
  27. Katherine Bissett, Richmond Arts Centre, taped interview.
  28. Cleland, *Agriculture*, p. 6.
  29. Kingsley Harris, "Pathway to His Door", *British Columbia Lumberman*, (November 1951), pp. 51, 120, 124; R. Gordon Roche, "A Brief History of the Tree Seed Business in British Columbia", (unpublished manuscript, 1969), pp. 1, 3, 5, 11-19.
  30. *Richmond Record*, Vol. 1, No. 6, (August 1926), p. 9.
  31. Mr. and Mrs. Roy Minler, Richmond Arts Centre, taped interview, tape 22, side 1.
  10. Ruth Leaming, "Richmond in the Dirty Thirties", *Richmond Review*, 17 January 1979, p. 18.
  11. *Minutes*, 1932, Vols. 19, 20, Reel 53.
  12. *Minutes*, 1935, Vols. 22, 23, Reel 52.
  13. "Uneventful Council on Monday", *Richmond Review*, 4 July 1935, p. 2.
  14. "\$10,000.00 More in Relief Costs for Municipality", *Richmond Review*, 6 April 1938; *Minutes*, 1938, Vols. 25-27, Reels 51, 52.
  15. Archie Blair notes, Richmond '79 Centennial Society, 78, p. 4. Mr. Blair's notes are as helpful as the *Minutes* inasmuch as Mr. Blair served for several years as a Commissioner for the Lulu Island West Dyking District.
  16. Blair notes, p. 2.
  17. Blair notes, p. 7.
  18. *Minutes*, 1936, Vols. 23, 24, Reel 52.
  19. *Minutes*, 1939, Vols. 26, 27, Reel 51.
  20. *Minutes*, 1939, Vols. 26, 27, Reel 51. Since that ruling the licensing of bicycles has been abandoned and reinstated several times.
  21. *Minutes*, 1928, 1931, Vols. 16, 18, 19, Reels 53, 54.
  22. *Minutes*, 1933, 1934, 1944, vols. 20-22, 32, Reels 53, 52, 50, 51. "Deas Tunnel began by Delta Petition in 1910", *The Vancouver Province*, 15 July 1959, p. 39. The cost of the bridge was estimated to be \$2,600,000.00 (1931). By 1933 the project was not considered worthwhile as a high level bridge had been constructed at New Westminster, the Pattullo Bridge, but the council waited until 1944 to retract the contract.
  23. "Present Bridges Cannot be Torn Down if New Ones Built Thinks Reeve", *Richmond Review*, 13 November 1946, p. 6.
  24. *Minutes*, 1935, Vols. 23, Reel 52.
  25. *Minutes*, 1932, 1933, Vols. 19-21, Reels 53, 52.
  26. "Richmond Six Years Older Than Vancouver", *Marpole-Richmond Review*, Jubilee issue, 21 May 1936. The newspaper was established in 1932. In 1934 it was expanded to become the *Marpole-Richmond Review*.
  27. *Minutes*, 1932, Vols. 19-20, Reel 53.
  28. *Minutes*, 1937, Vol. 25, Reels 51, 52.
  29. "100 Years of B.C. Racing", *B.C. Thoroughbred*, Vol. XII, No. 1, (January 1968), p. 40.
  30. Phone conversation with Donald McKay, April 1979, Richmond '79 Centennial Society. Mr. McKay retired in 1978 after working at Brighthouse, Victoria (Sandown), Lansdowne and Exhibition Parks as an assistant starter and starter. He became the starter in 1960 when Clay Puett became a member of the B.C. racing commission.
  31. "100 Years of B.C. Racing", *B.C. Thoroughbred*, Vol. XII, No. 1, (January 1968), p. 40.
  32. Interview with Pete Rolston, August 1978, Richmond '79 Centennial Society; David S. Savelieff, Jr., *Canada's National Game: A History of the Sport of Lacrosse in B.C.*, (Vancouver 1977), "The Richmond Farmers" (unpaged). Conversations with Archie Blair and George Mackey; the Sports tapes at the Richmond Arts Centre are also very useful for information on the development of various sports and recreational activities in the municipality.
  33. Ibid.
  34. "Richmond Boys' Band Delights Audience", *Marpole-Richmond Review*, 2 May 1935, p. 1.
  35. "Jubilee Celebration at the Brighthouse Race Track Grounds", *Marpole-Richmond Review*, 2 May 1935, p. 1.
  36. St. Paul's Catholic Church, Richmond Files, Richmond Public Library. Notes on St. Paul's Church are derived from taped interviews located at the Richmond Arts Centre. The interviews were with the priests and members of the congregation of the church.
  37. St. Joseph's Church, Richmond Files, Richmond Public Library. Notes on St. Joseph's Church are derived from

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1. Richmond Municipal Council, *Minutes of Meetings of the Municipal Council*, 1932, (Edmonton: Commonwealth Graphics, Ltd.), Vol. 20, Reel 53, (hereafter cited as *Minutes*); Steve Boggis, *History of Richmond Public Schools* (Richmond School Board, 1979). This manuscript was read in draft form and the correct paging is unknown at the time of writing. The work of Mr. Boggis will be available in the summer of 1979.
2. Ibid.
3. *Minutes*, 1932, 1934, 1936, Vols. 19-24, Reels 53-52.
4. Derek Pethick, *British Columbia Disasters*, (Langley: Stagecoach Publishing Ltd., 1978), p. 199.
5. "Musical Revue by Richmonders", *Marpole-Richmond Review*, 6 June 1935, p. 1.
6. Barbara Hynek, "Richmond Goes to War", *Richmond Review*, 24 January 1979, p. 12. The *Richmond Review* during the war years published many stories which illustrated the many activities which were directed toward the war effort.
7. Richmond Files, Richmond Public Library. Other churches undertook similar activities, viz. F.E. Runnalls, *History of South Arm United Church*, (Ocean Park, 1965), p. 16.
8. There are numerous references to these projects throughout the Council Minutes for the years 1931-1934 when relief work was discontinued. The researcher is best advised to review these reels of microfilm to gain specific information on the works projects and labour utilized.
9. The cases of persons working for the municipality to ease their debt are fewer than those on relief. The Municipal Council Minutes are the best source on this information. *Minutes*, 1931-1934, vols. 18-22, Reels 53, 52.

- taped interviews which are located at the Richmond Arts Centre.
38. The author acknowledges the assistance of George Brandak, Special Collections, U.B.C. Additional information on this church is located in the Richmond Files, Richmond Public Library.
  39. Clarice Gamble, notes on schools prepared for the Richmond School Board, 1975; conversations with Miss J.B. Bothwell, January 1979, Richmond '79 Centennial Society. Several unidentified clippings in the files (Burkeville) of the Richmond Public Library outline the concern about school facilities for children in the Burkeville area, "Burkeville's Dilemma", 15 February 1944; "War Housing Censured for School Lack", 30 June 1945; "Richmond Wins School Dispute", *Vancouver Daily Province*, 20 August 1945; "New School for Burkeville by Easter", *Vancouver Sun*, 6 February 1947.
  40. *Minutes*, 1939, Vol. 27, Reel 51.
  41. *Minutes*, 1941, Vols. 28, 29, Reel 51. The campaign for Victory Bonds was waged in the *Marpole-Richmond Review*. Researchers are advised to review Volumes 9 and 10 for advertisements.
  42. *Minutes*, 1945, Vol. 33, Reel 50.
  43. Peter Moogk, *Vancouver Defended: A History of the Men and Guns of the Lower Mainland Defences, 1859-1949*, (Surrey, B.C.: Antonson Publishing Ltd., 1978), p. 63; Alan Morley, *Vancouver: From Milltown to Metropolis*, (Vancouver: Mitchell Press, 1974), p. 253.
  44. Archie Blair notes on the Municipal Council, 1978, Richmond '79 Centennial Society, 1941.
  45. Moogk, *Vancouver Defended*, p. 82.
  46. "200 Steveston Japs Offer Services for War Effort", *Marpole-Richmond Review*, 14 January 1941; "Mass Steveston evacuation to Alberta Sugar Beet District", *Marpole-Richmond Review*, 6 April 1942, p. 1; interview with Frank Nishii, Richmond '79 Centennial Society, February 1979; the list of sources of information on the evacuation is long. Some of those consulted are included in Chapter 6, "Harvesting the River". One of the most personal is "What Do I Remember of the Evacuation", a poem by Joy Kogawa in *Western Windows: A Comparative Anthology of Poetry in British Columbia*, (Vancouver: Commcept Publishing Ltd., 1977), pp. 123, 124.
  47. Conversation with Miss J.B. Bothwell, January 1979, Richmond '79 Centennial Society; draft essay on education by Louise Dyball, Richmond Arts Centre.
  48. "First Families in Sea Island Homes", *Marpole-Richmond Review*, 26 January 1944, p. 1; "Things Happening Fast in Burkeville", *Vancouver News-Herald*, 6 November 1943. The name was chosen in a contest sponsored by the Boeing Company. The results of the contest were listed in the company magazine, the *Boeing Beam*; see also unidentified clippings, "First Family Moves Into New-built Burkeville", "Veteran's Family First to Occupy Burkeville Home", in the files (Burkeville) of Richmond Public Library.
  49. *Vancouver Daily Province*, 5 March 1930, p. 6.
  50. Ibid. See also notices in the *Vancouver Daily Province*, 20 May 1942, p. 1, 9 October 1943, p. 1, 1 August 1942, p. 16.
  51. Interview and phone conversation with Gordon McBurney, March and April, 1979.
  52. *Marpole-Richmond Review*, 10 June 1942, p. 1 (notice), p. 2 (editorial).
  53. *The Policeman*, Vol. 1, No. 5, (February 1930), p. 6.
  54. Unidentified clipping in the personal papers of Sergeant McRae. Included in these papers is a journal from the police department for the years 1930-1933; conversation with T.M. Youngberg, a former member of the Provincial Police Force.
  55. "Steveston Has First Fire Department", *Marpole-Richmond Review*, 17 March 1942; "Steveston's First Fire-

- eater' Retires", *Richmond Review*, 26 May 1965, p. 14.
56. Names which appear on the cenotaph are listed in Chapter 9, "The Crossroads", fn. 3. Streets bearing the names of servicemen were located in the following subdivisions: Grey, Grauer, Thompson, Ebata, Tait, Herbert and Cora Brown.
57. "50 Jap Balloons Reached B.C.", *The Vancouver Daily Province*, 15 August 1955. The memories of Richmondites including Mrs. Chester, W.A. Felker and W.P. Anderson provided information on the wartime activity of the Japanese.
58. "145 New Homes", *Marpole-Richmond Review*, 7 January 1942, p. 1. A planning commission had been suggested as early as 1933 but it was not appointed until 1945. *Minutes*, Vol. 21, 33, Reels 52, 50. The results of the appointment of the Town Planning and Recreation Commission are discussed in a paper, "Richmond, Parks and Recreation", by R.A. McMath, 1971.

## The Crossroads: Richmond after the War

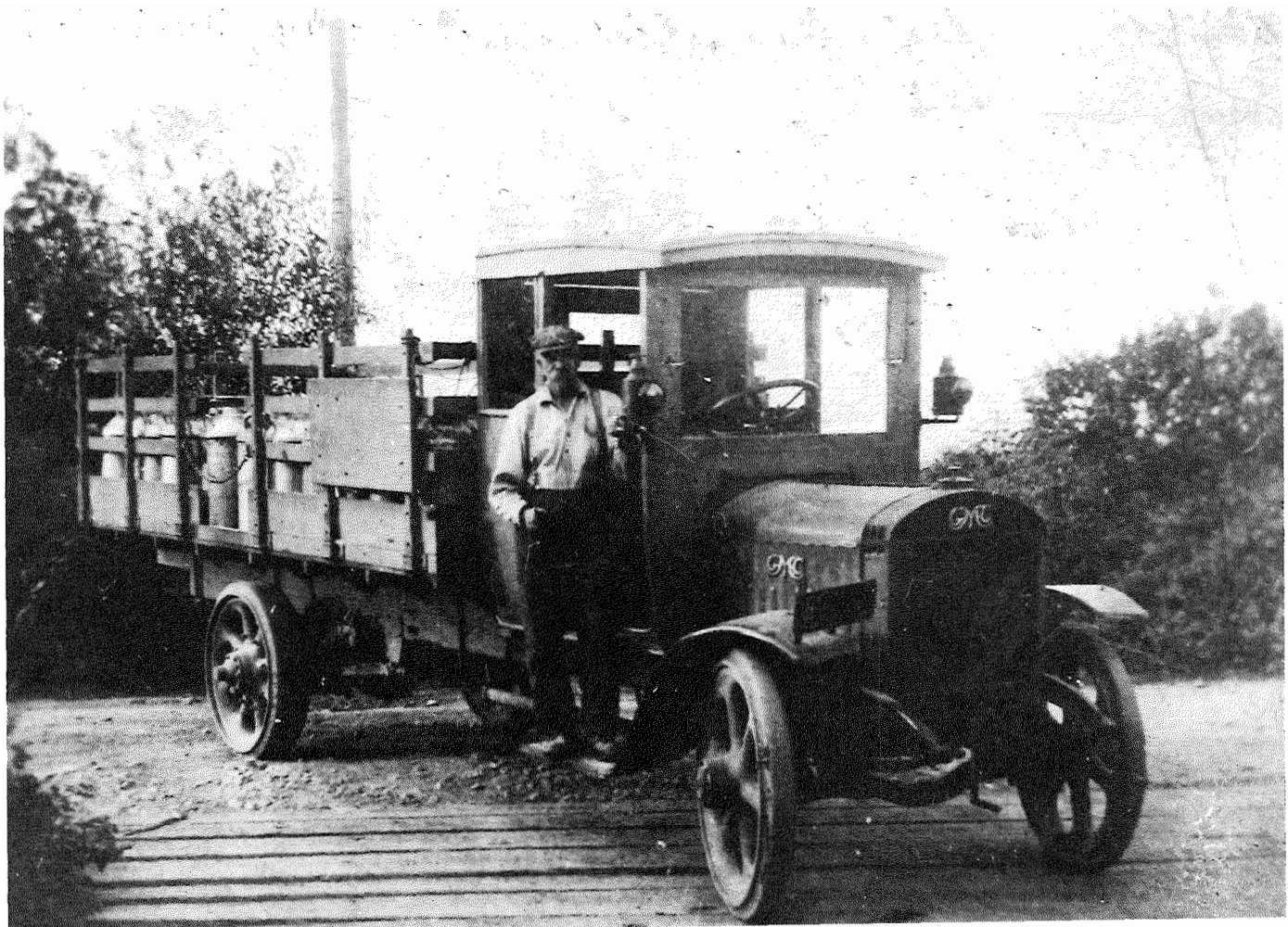
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1. "A Visit to Richmond", *British Columbian* 13 September 1862, p. 3
2. The Veterans' Land Act is administered by the Veterans' Land Administration Office of Veterans' Affairs Canada. A partial list of the lots disbursed under the Act is available at the Richmond Public Library.
3. The following servicemen who died in World War II as their names appear on the cenotaph: Jack Abercrombie, Lyle Allison, Robert Bowcock, David Brown, John Boyd, Gordon Comstock, David G. Comstock, Ellwyn Cooper, Douglas Craig, James Dayton, Robert Dixon, Ernest Edgington, Graham Findlayson, John Forsyth, John Foster, Russell Foster, Robert Francis, Donald Gage, Lionel Gagnon, Louis Gamba, James Gibbons, Boyd Gilmore, Walter Kartner, Bernard Moffatt, Ian Myron, Elvie McCutcheon, Ross McKessock, Neal McLéod, Burns McLennan, Hugh J. Nelson, Gordon Olafson, William Wallace, Jack Willett, J. Williams, Wm. Fedoruk.
4. Evelyn Anne Fawcett, "The housing of student veterans during the post-war period: a social survey of the temporary residences at the University of British Columbia". (Master's thesis, University of British Columbia, 1952), pp. 52, 55, 57, 67, 80.
5. Richmond Municipal Council, *Minutes of Meetings of the Municipal Council, 1947*, (Edmonton Commonwealth Graphics Ltd.), Vols. 34, 35, Reel 50. (hereafter cited as *Minutes*)
6. *Minutes*, 1949, Vol. 37, Reel 49.
7. *Minutes*, 1948, Vol. 36, 43, Reels 50, 47.
8. "Plan Mapped for Bridge", *Vancouver Sun*, 1 March 1951, p. 39; "Engineers Want Swing Span", *Vancouver Sun*, 28 January 1955, p. 29; "\$3,500,00.00 Oak Street Span Contract Awarded to City Firm", *Vancouver Province*, 4 March 1955, p. 1; "Named Oak Street Bridge", *Vancouver Sun*, 14 March 1955, p. 8.
9. "Name or Not, It'll be Oak Street Bridge to Public", *Vancouver Sun*, 14 March 1955, p. 8; "Tolls Come Off Oak Span in 12 Years, Says Bennett", *Vancouver Sun*, 2 July 1957, p. 9; "Oak Street Span Only Free If Ottawa Aids", *Vancouver Province*, 27 November 1956, p. 13; The old Marpole bridge was eventually removed, "Old Span Departs and No One Cries", *Vancouver Sun*, 15 January 1963, p. 19.
10. "Bennett Announces New Fraser Bridge", *Journal of Commerce*, 4 May 1968, p. 10; "Computer to Cue Construction Progress for Bridge in B.C.", *Heavy Construction News*, 2 August 1971, pp. 4-6.

11. "Opening Day Closes Bridge" *Vancouver Sun*, 14 May 1976, p. 14; "Burkeville Spot Gold Mine", *Vancouver Sun*, 5 November 1970, p. 39; "Federal Estimates Provide Millions", *Journal of Commerce*, 17 February 1968, p. 1.
12. "40 Families Must Move for Bridge", *Vancouver Sun*, 13 January 1955, p. 21; A poignant memoir of the changes on Sea Island is a poem published in February 1976 in the *Richmond Review*, by Marjorie Bolton, "Visions I See".
13. The controversy of bridge ramps has not abated to 1979. At the time of writing a proposal has been made within the municipality to purchase the bridge and thereby control access ramps.
14. Information on the Deas Island - George Massey Tunnel is located in a variety of sources including *Public Works in Canada* 5 (December 1957), pp. 29-34; *Engineering and Contract Record* 71 (September 1958), pp. 94-97, 104-107; *Construction World* 16 (September 1961), pp. 34, 35; *Engineering Journal* 39 (October 1958), p. 1383, and the journal of the structural division of the American Society of Civil Engineers, 83 (November 1957), part 1. There are also informative articles in the *Vancouver Province*, 4 May 1956, p. 27, 4 July 1956, p. 21 and the *Vancouver Sun*, 28 July 1953, p. 13, 10 February 1956, p. 1, 15 July 1959, p. 57.
15. *B.C. Business Weekly*, which began publication in 1977, is one of the best sources of information on new businesses in Richmond. Preceding this magazine were *Business in B.C.*, (1973-1975), and *B.C. Business Magazine*, (1975-1977). In June of 1977 *Business Life* published a special report on Richmond, "Richmond Finds a Place in the Sun", outlining some new and well established firms in the area. In 1970 the Planning Department of the municipality issued a report "Shopping Survey '70", which outlines existing shopping facilities and future requirements for the municipality.
16. Archie Blair notes. Mr. Blair's outline is based upon discussions in Municipal Council and brochures prepared for distribution before the vote. Similar outlines were provided to the author by William Lane, former Municipal Solicitor, and former Mayor, W.H. Anderson. It is interesting to note that bylaw supporter, Archie Blair, opposed the municipality's decision to purchase the property after the bylaw was rejected.
17. "Presentation of Richmond Industrial Development By-law", a speech prepared for municipal officials during the referendum campaign, 1961. The total cost involved was \$1,995,000.00. In the speech for the councillors the cost was broken down: \$1,400,000.00 for the purchase of the Brighthouse property and \$595,000.00 for the acquisition of land outside the estate for a railway right-of-way. In a speech in 1967 Reeve Anderson stated the price for the estate as \$1,450,000.00.
18. Municipal participation in the construction and financing of these facilities is discussed in the Minutes of Municipal Council. Records and archival materials pertaining to Minoru Pavilion, the Ice Arena, Minoru Aquatic Centre and the Richmond Arts Centre are located in the Department of Leisure Services, Municipal Hall. The Richmond Public Library and Richmond General Hospital maintain their own files.
19. Richmond Files, Richmond Public Library.
20. The location and construction of the hospital was discussed in the Industrial Development Bylaw, supra n. 16, 17; the Victorian Order of Nurses began service in Richmond in 1948, the Council Minutes record the number of visits made per year. Following Aberdeen of Mitchell School as president were Hugh Hudson, and A.R. Webb (president at the time of the hospitals opening). Mr. Tom Edwards was secretary.
21. "Brighthouse for Supermart", *The Province*, 30 April 1959, p. 13; "Old Brighthouse Razed", 23 January 1960, p. 37.
22. "Charlie Oldfield", *B.C. Thoroughbred*, Vol. XVI, No. 1 (January 1972), p. 108, 112; "Les Gilmore", *B.C. Thoroughbred*, Vol. XV, No. 1, (January 1971), pp. 9, 10; "100 Years of B.C. Racing", Cline Hoggard, *B.C.*
23. "Grand Champion Comes to Richmond", *Marpole-Richmond Review* 13, No. 10 (24 May 1944), p. 1.
24. "Presentation of petition to Richmond Council to re-zone Lansdowne racetrack for Woodward's development", Mrs. G. Abrams, 28 May 1973.
25. "City May Try Again for Sale of Airport", *The Province*, 29 September 1955, p. 23; "Airport for Sale at \$1,250,000.00", *The Province*, 15 September 1953, p. 5; At the time of the sale Major J.S. Matthews, City Archivist of Vancouver, suggested the airfield be named in honour of William Templeton, pioneer aviator, manager of the airport when it was a strip of land north of Lansdowne Race Track and first manager of the airport on Sea Island. "Bill Templeton - A Man We Should Remember", *The Province*, 3 October 1955, p. 6.
26. "New TCA Giant Sets Record for Calgary-to-city Run", *The Province*, 6 May 1954, n.p.; "Twin-engined Airliner Newest Star at Airport", *Vancouver News-Herald*, 23 June 1954, p. 10; "Wings of the Giants", *The Vancouver Province* magazine 29 May 1954, pp. 10, 11.
27. "June 11 is the Air Force's Own Day", *The Vancouver Province* magazine, 4 June 1954, p. 11; In 1956 the R.C.A.F. acquired 16 Sabre jets, 8 T-33 trainers and 4 Harvard propeller craft to replace the "Tired, Old Vampires and Mustangs", *The Province*, 27 June 1956, p. 22.
28. "Gleaming New Air Terminal Opens With Few Hitches", *Vancouver Sun*, 10 September 1968, p. 2.
29. "New Runway Completion Expected by 1977", *The Province*, 20 May 1972, n. p.
30. "Sea Island Property Investigation hears Another Tale of Owners' Woe", *Vancouver Sun*, 31 January 1973, p. 26; "Fear, Anger, Greet Takeover", *Vancouver Sun*, 2 March 1973, p. 6; "Airport Expansion to Close Historical Store in Richmond", *Vancouver Sun*, 22 May 1976, n. p.; "Tiny Store Fighting a Big Battle", *The Province*, 11 March 1972, p. 20.
31. Population statistics vary. Sources which should be consulted are Census of Canada reports, reports of the Greater Vancouver Regional Districts and assessment roll of the Municipality of Richmond. On a radio broadcast on CJOR on May 30, 1979, Mayor Gilbert Blair described the population of Richmond in 1979 as "approaching 100,000".
32. A complete list of all the council members, reeves and municipal clerks of Richmond is located in Appendix 1.
33. Conversation with T.M. Youngberg, Richmond '79 Centennial Society, April 1979. In the *Report on Local Government* prepared by the Committee on legislation and political growth, 1968, the roles and responsibilities of Richmond's municipal officials are described and reviewed. In this report it was recommended that the titles of reeve and councillor be changed to mayor and alderman, p. 8.
34. A history of the Steveston Community Society prepared by the Society, 1978; "1946 with the Steveston Community Society", prepared by the Steveston Community Society, n.d.; Steveston Community Centre files and scrapbooks; interview with P. Rolston, Richmond '79 Centennial Society, August 1978.
35. The scrapbooks of the Richmond Track and Field Club compiled by Dr. and Mrs. Douglas Clement.
36. *A History of the Kiwanis Club of Richmond for the Years, 1945-1967*, (Richmond 1968); The following individuals have been recipients of Kiwanis Club Good Citizen awards: Kate McNeely (1947), R.M. Grauer (1948), Reverend Charles Finnemore (1949), Mrs. Julia Shepherd (1950), Jack White (1951), Charles McCulloch (1952), Mrs. W.H. Buswell (1953), Mrs. Winnifred Maddocks (1954),

- Jack Cook (1955), Harold Steves, Sr. (1956), Mrs. Ed. Harvey (1957), Mrs. J.L. Woolstone (Tibbits) (1958), Mrs. Florence Foster (1959), Max McNair (1960), Stuart Thomas (1961), Mrs. J.A. McKinney (1962), Sam Gilmore (1963), H.C. Cunningham (1964), Helen Montgomery (1965), Reverend John Patrick (1966), Mrs. Pearl McKay (1967), Reverend J. Murdoch (1968), Mrs. Irene Eastman (1969), Mrs. Maude Steves (1970), Harry Minns (1971), Ella Cunningham and Bill (1972), no award in 1973, Ted Lorenz (1974), Ann Hass (1975), Ishbel Elliott (1976), William Brock (1977), Esther Godfrey (1978).
37. Richmond Files, Richmond Public Library. Information in these files is based on taped interviews at the Richmond Arts Centre. Included in the files and tapes are complete histories of each church.
  38. Rhoda Playfair Stein, "East Meets West", *The United Observer*, (May 1979), pp. 24, 25; Richmond Files, Richmond Public Library.
  39. G. McRostie, personal history of Brighthouse United Church. Brighthouse United Church was established in 1924, moved into new quarters in 1940. The building was relocated in 1974. The hall built at the church was named for Reverend J.O. Murdoch.
  40. Community organizations are listed in *Richmond: A Guide to Leisure Activities*, published twice yearly by the Department of Leisure Services, Municipal Hall. The Richmond Public Library also maintains a clubs and organizations file which is a record of current groups in the municipality. It is updated regularly.
  41. Richmond Files, Richmond Public Library, notes on the Christian Reformed Church, St. Paul's Catholic Church from taped interviews at the Richmond Arts Centre. See also a draft manuscript on education in Richmond by Louise Dyball prepared in 1975, Richmond Arts Centre.
  42. *Minutes*, 1946, 1976.
  43. The history of General Currie School has been printed in numerous places as it has become the focus of much local interest as an historic site. The school also has an active parents group and alumni which have kept records and photographs of the school and its students.
  44. Radio interview, 11 June 1948, with Reeve R.M. Grauer, Councillor R.G. Ransford, and Colonel D.M. Clark, recorded by Jim Kilburn; Derek Pethick, *British Columbia Disasters*, (Langley: Stagecoach Publishing Co. Ltd., 1978), p. 210; A diary kept by T.M. Youngberg at the Municipal Hall during the flood is also an excellent source of information. Photocopies of the diary are located in Richmond Public Library.
  45. Bruce Hutchison, *The Fraser*, Rivers of America Series, (Toronto: Clarke, Irwin and Co. Ltd., 1950), p. 348.

344. An early milk truck serving Sea Island.



# Photograph Sources

The following abbreviations have been used:

P.A.B.C., Provincial Archives of B.C.; V.C.A., Vancouver City Archives; V.P.L., Vancouver Public Library; R.A.C., Richmond Arts Centre; R.P.L., Richmond Public Library.

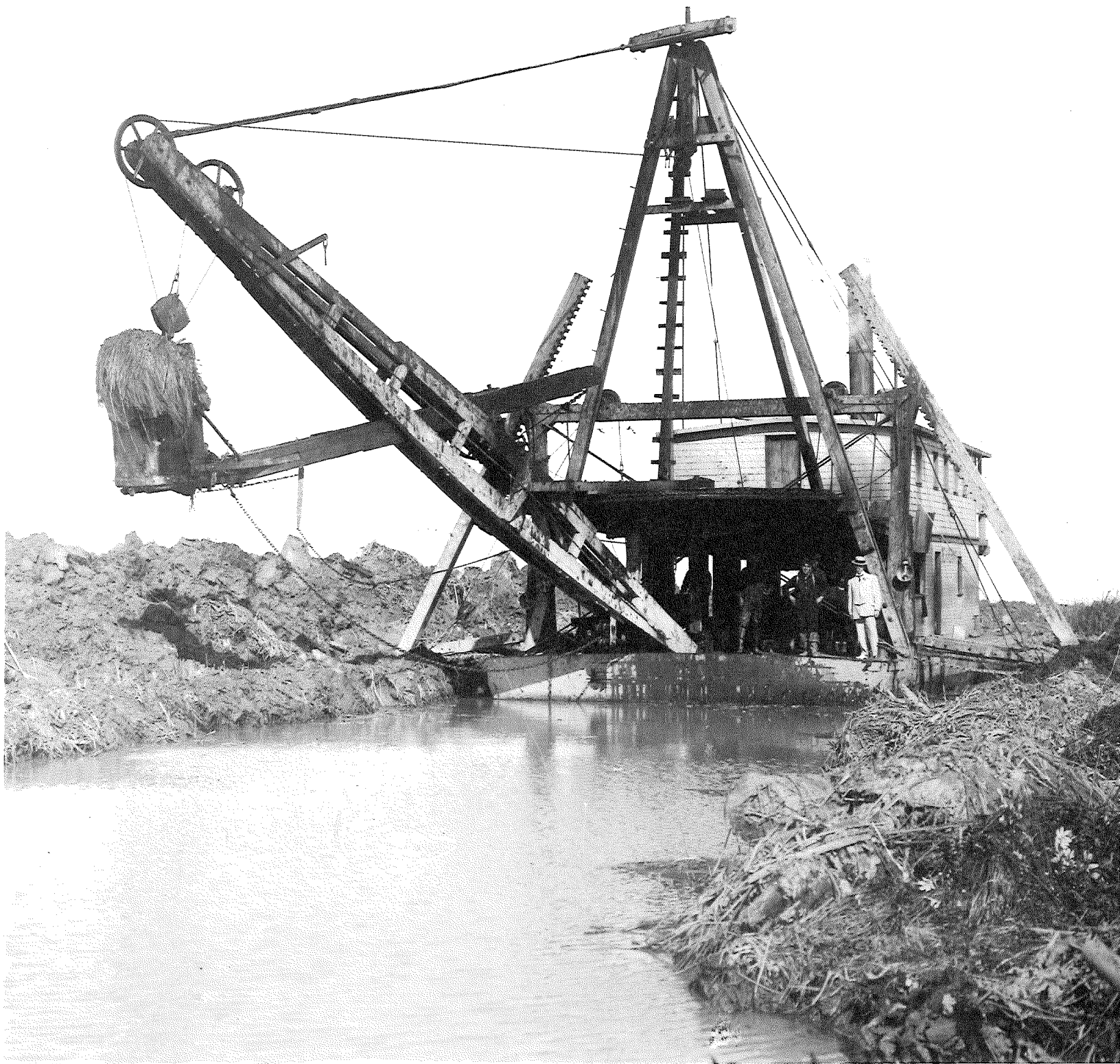
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| 1. P.A.B.C. (E.A. Curtis Collection)                           | 45. <i>Steveston Enterprise</i> (June 20, 1891)               | (June 20, 1891)                                   | Richmond                        |
| 2. Hilary Stewart  | 46. <i>British Columbia Directory</i> (1891)                  | 95. Mr. & Mrs. R. Laing                           | 145. Mrs. H. Gallier            |
| 3. Hilary Stewart  | 47. R.A.C.  | 96. V.P.L. (V.C.A. also)                          | 146. Mrs. R. Boyd               |
| 4. Hilary Stewart (both)                                       | 48. Mrs. S. Bordeleau   | 97. Mrs. S.L. Ireland                             | 147. R.P.L.                     |
| 5. Provincial Museum, Ethnology Division                       | 49. Mrs. S. Bordeleau   | 98. R.A.C.  | 148. Mr. & Mrs. S. Magee        |
| 6. Hilary Stewart (all illustrations)                          | 50. V.C.A.  | 99. Earl Mellis                                   | 149. Miss I. Hird               |
| 7. Hilary Stewart (all illustrations)                          | 51. V.P.L.  | 100. R.A.C.                                       | 150. Mr. & Mrs. A. Blair        |
| 8. V.C.A.  | 52. Ted Clark   | 101. Mr. & Mrs. J.F. Blair                        | 151. Dr. & Mrs. C.A. Graves     |
| 9. Hilary Stewart  | 53. V.P.L.  | 102. Ron Jacobson                                 | 152. Mrs. A. Smallwood          |
| 10. Provincial Museum, Ethnology Division                      | 54. Ted Clark   | 103. V.P.L.                                       | 153. Eric Anderson              |
| 11. V.C.A.   | 55. V.P.L.  | 104. Pioneer Pub                                  | 154. R.A.C.                     |
| 12. V.C.A.   | 56. V.C.A. (V.P.L. also)                                      | 105. Ted Clark                                    | 155. Mr. & Mrs. E. Davis        |
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| 19. Maritime Museum, Vancouver                                 | 63. University of B.C., Library, Special Collections Division | 112. V.P.L. (V.C.A. also)                         | 162. Mrs. A. Pearson            |
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232. *Steveston Enterprise*  
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346. Mr. & Mrs. R. Laing  
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note: The spelling of this surname has caused considerable confusion. Man-oah Steves and his descendants spelled the name
- with one 'e'; more distant relatives in this area spelled it with the double 'e', but frequently had their names misspelled by others and occasionally changed the spelling themselves to the single 'e'. For example, William Carvill Steves and his children used the single 'e', although his brother used the double 'e'. Man-oah's daughter Ida changed her name from Steves to Steeves when she married Walter Herbert Steeves (nicknamed Billy to distinguish him from his brothers-in-law William Herbert Steves and Walter Taylor Steves).  
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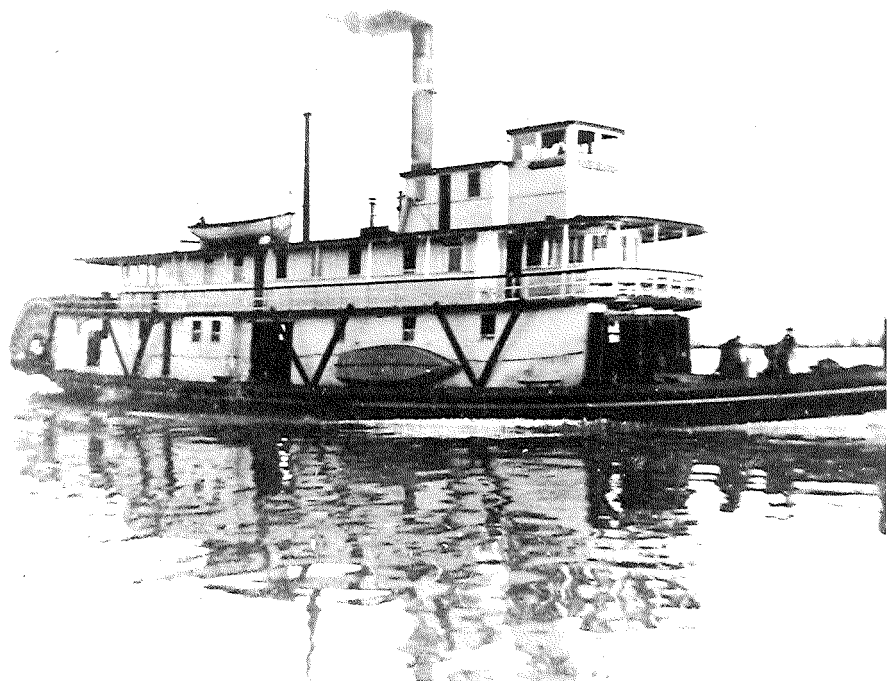


348. Richmond centre at the turn of the century. L. to R.: the agricultural and community hall, Town Hall, and the Richmond Methodist Church line the middle arm.



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349. The Transfer - a familiar sight to the Steveston residents.







## **RICHMOND '79 CENTENNIAL SOCIETY**

(Registered February 16th, 1978.)

## **RICHMOND '79 CENTENNIAL COMMITTEE**

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Mrs. S. MacDonald, Performing Arts Chairman

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Mr. M. Sakai

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Mrs. H. Thorne, Senior Citizens Chairman

Miss M. Walker, Youth Involvement Chairman

Mrs. S. D. Bordeleau, Trade Dollar Marketing Manager

Mrs. J. E. Grover, Secretary, Co-ordinator

As a birthday gift to Richmond, our symbolic blue and gold Centennial logo was designed by Fred Bosman. On October 24th, 1977, the Municipal Council adopted it as the official '79 Centennial logo and it was registered as a Trade Mark.



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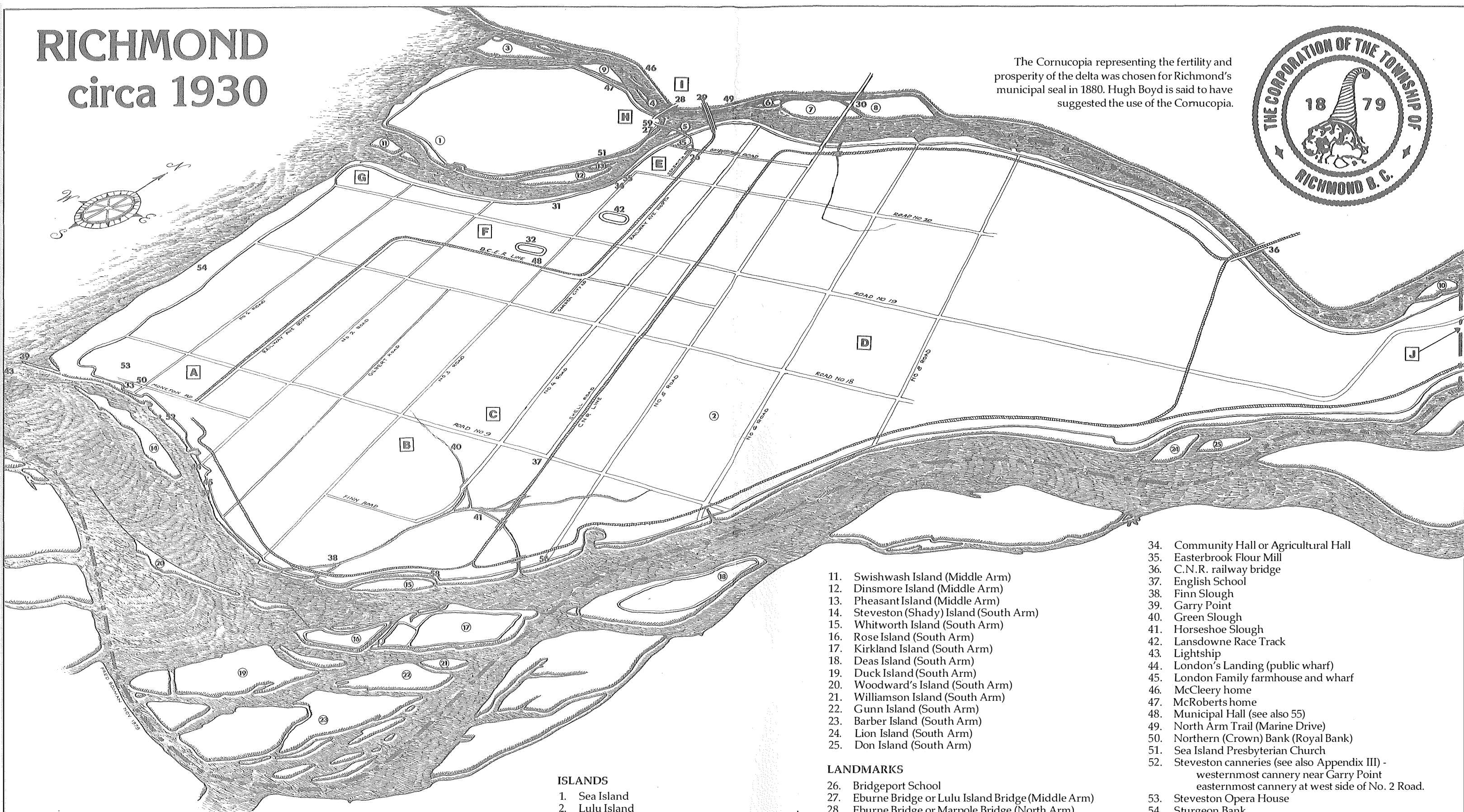
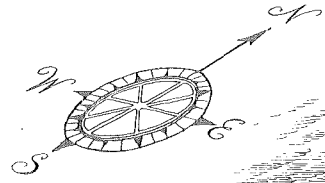
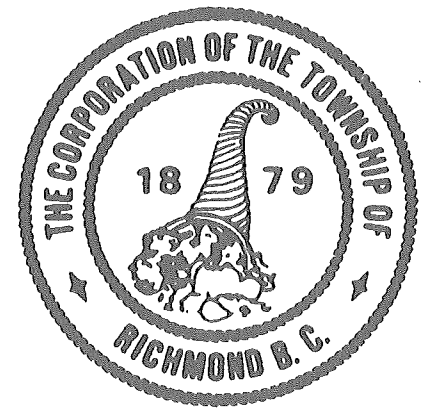
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Toronto-Dominion Bank

John B. Zellweger

# RICHMOND circa 1930

The Cornucopia representing the fertility and prosperity of the delta was chosen for Richmond's municipal seal in 1880. Hugh Boyd is said to have suggested the use of the Cornucopia.



## Legend

### COMMUNITIES

- A. Steveston
- B. Slough district

- C. South Arm
- D. East Richmond
- E. Bridgeport
- F. Brighthouse

- G. Terra Nova
- H. Eburne
- I. Eburne (Marpole after 1916)
- J. Queensborough

Note: I. and J. were part of Richmond at an earlier date.

### ISLANDS

1. Sea Island
2. Lulu Island
3. Iona Island (North Arm)
4. Richmond Island (North Arm)
5. Duck Island (North Arm)
6. Eburne Island (North Arm)
7. Twigg Island (North Arm)
8. Mitchell Island (North Arm)
9. Woods Island (North Arm)
10. Tree Island (North Arm)

### LANDMARKS

26. Bridgeport School
27. Eburne Bridge or Lulu Island Bridge (Middle Arm)
28. Eburne Bridge or Marpole Bridge (North Arm)
29. B.C.E.R. trestle bridge
30. No. 5 Road (Fraser Ave.) Bridge
31. Sam Brighthouse home
32. Brighthouse Race Track (formerly Minoru)
33. Buddhist Temple

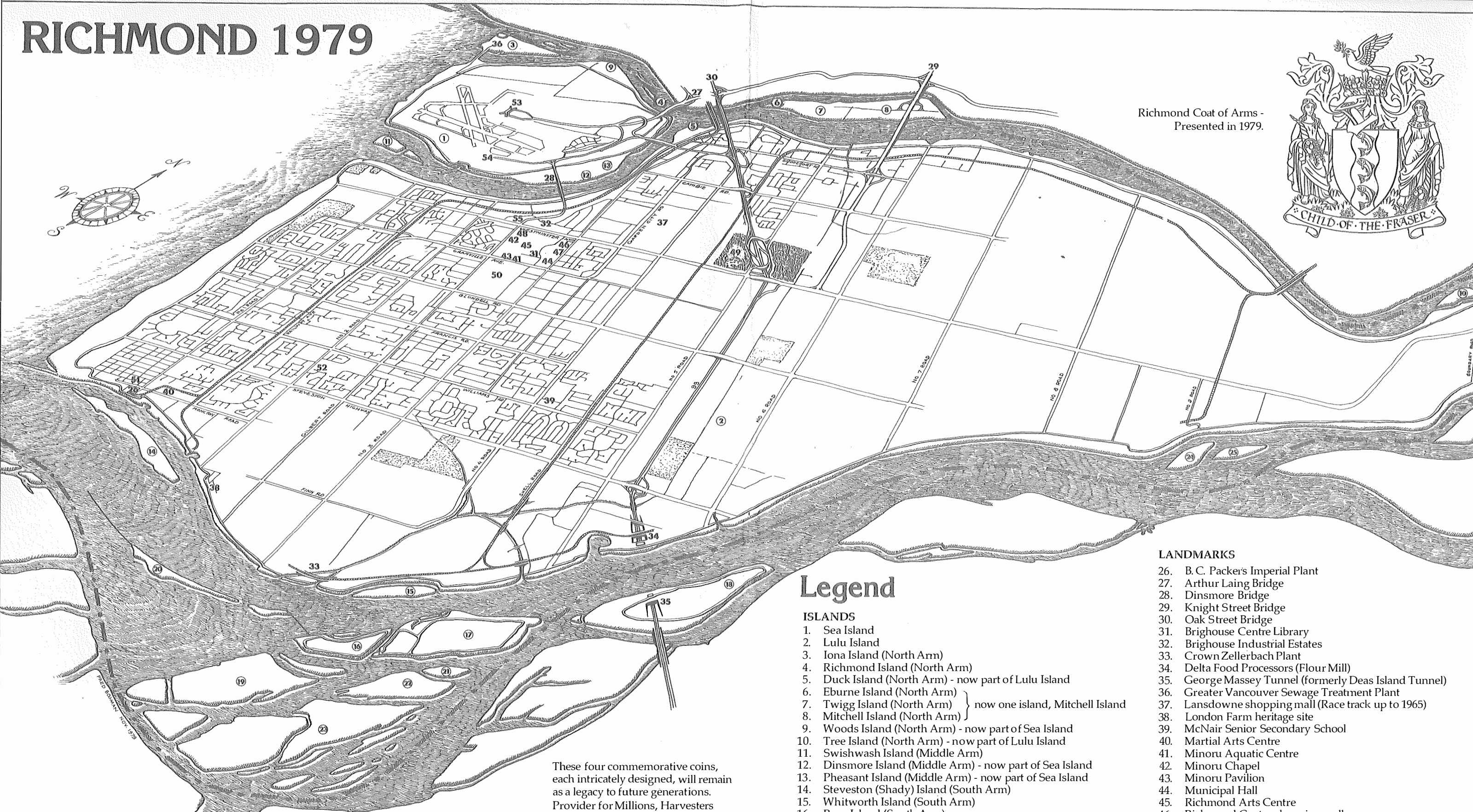
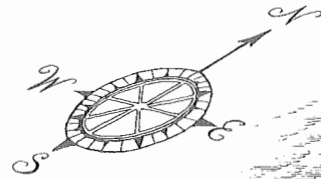
34. Community Hall or Agricultural Hall
35. Easterbrook Flour Mill
36. C.N.R. railway bridge
37. English School
38. Finn Slough
39. Garry Point
40. Green Slough
41. Horseshoe Slough
42. Lansdowne Race Track
43. Lightship
44. London's Landing (public wharf)
45. London Family farmhouse and wharf
46. McCleery home
47. McRoberts home
48. Municipal Hall (see also 55)
49. North Arm Trail (Marine Drive)
50. Northern (Crown) Bank (Royal Bank)
51. Sea Island Presbyterian Church
52. Steveston canneries (see also Appendix III) - westernmost cannery near Garry Point easternmost cannery at west side of No. 2 Road.
53. Steveston Opera House
54. Sturgeon Bank
55. Town Hall (see also 48)
56. Woodward's Landing
57. Blair farm wharf
58. Gilmore wharf
59. Grauer's store

For reasons of space and clarity not all roads and landmarks in Richmond in the period up to 1930 are marked on the map. However, it is hoped that those shown will aid the reader in finding the location or former site of some of the landmarks described in the text.

# RICHMOND 1979



Richmond Coat of Arms - Presented in 1979.



## Legend

### ISLANDS

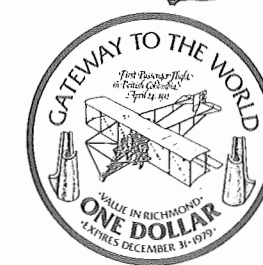
1. Sea Island
2. Lulu Island
3. Iona Island (North Arm)
4. Richmond Island (North Arm)
5. Duck Island (North Arm) - now part of Lulu Island
6. Eburne Island (North Arm)
7. Twigg Island (North Arm)
8. Mitchell Island (North Arm)
9. Woods Island (North Arm) - now part of Sea Island
10. Tree Island (North Arm) - now part of Lulu Island
11. Swishwash Island (Middle Arm)
12. Dinsmore Island (Middle Arm) - now part of Sea Island
13. Pheasant Island (Middle Arm) - now part of Sea Island
14. Steveston (Shady) Island (South Arm)
15. Whitworth Island (South Arm)
16. Rose Island (South Arm)
17. Kirkland Island (South Arm)
18. Deas Island (South Arm)
19. Duck Island (South Arm)
20. Woodward's Island (South Arm)
21. Williamson Island (South Arm)
22. Gunn Island (South Arm)
23. Barber Island (South Arm)
24. Lion Island (South Arm)
25. Don Island (South Arm)

### LANDMARKS

26. B. C. Packer's Imperial Plant
27. Arthur Laing Bridge
28. Dinsmore Bridge
29. Knight Street Bridge
30. Oak Street Bridge
31. Brighthouse Centre Library
32. Brighthouse Industrial Estates
33. Crown Zellerbach Plant
34. Delta Food Processors (Flour Mill)
35. George Massey Tunnel (formerly Deas Island Tunnel)
36. Greater Vancouver Sewage Treatment Plant
37. Lansdowne shopping mall (Race track up to 1965)
38. London Farm heritage site
39. McNair Senior Secondary School
40. Martial Arts Centre
41. Minoru Aquatic Centre
42. Minoru Chapel
43. Minoru Pavilion
44. Municipal Hall
45. Richmond Arts Centre
46. Richmond Centre shopping mall
47. Richmond Square shopping mall
48. Richmond General Hospital
49. Richmond Nature Park
50. Richmond Senior Secondary School
51. Steveston Historical Society Museum
52. Steveston Senior Secondary School
53. Vancouver International Airport (main terminal, 1968)
54. Vancouver International Airport (Airport South, 1931)
55. Workers' Rehabilitation Centre

These four commemorative coins, each intricately designed, will remain as a legacy to future generations. Provider for Millions, Harvesters of the Sea, Gateway to the World and Living Environment all reflect a heritage bountiful and harmonious, as a tribute to our forefathers.

These coins, minted by the Sherritt Mint in Alberta and designed by Fred Bosman, were available in 100% Nickel, .999 Fine Silver, and 24K Gold.



According to Salish legend, there was a time when the Fraser River was clear and the salmon which "crowded its mouth" could easily escape the fishermen hovering over them. The River surrounding Richmond is no longer clear, although it is still stocked with the precious salmon, and the fishermen now share the river with pleasure craft, ocean-going vessels, barges, tugs and dredging equipment. Like the river which in creating the delta has been depositing its silt since long before the time of the first Salish fishermen, Richmond also has undergone many changes since its incorporation in 1879.

The unique position and nature of the delta islands have made possible their development into a prime agricultural area as well as a major centre for commercial fishing fleets and canneries. The municipality which saw the first flight in Western Canada on Lulu Island and is now the location of the jet-age Vancouver International Airport on Sea Island has become an integral link in west coast transportation. The same technological advances which brought improvements in transportation, agriculture, fishing and canning have also stimulated the growth of new industrial, commercial and residential developments, many of which now compete for the same land.

As Richmond enters its second century, it faces challenges and questions of increasing complexity in determining the shape its future will take. While this is a time to look ahead, it is also a time to look back and recognize the people, the spirit, the energy and the many other factors which have shaped its past.

There has been no comprehensive history of Richmond since the publication in 1927 of Thomas Kidd's **History of Richmond Municipality** which covers the years to 1910. Working with the Historical Committee of the Richmond '79 Centennial Society, Leslie Ross has woven the contributions of many Richmond residents, researchers and writers into her own carefully documented study of the entire development of the island community. Well illustrated by historical photographs, some of which inspired Raymond Chow's drawings for this

continued on back flap

Jacket design by Fred Bosman  
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continued from front flap

book, the volume is to be both enjoyed and studied. Whether one is seeking a better understanding of how things in Richmond came to be, a reminiscent glimpse of earlier times, or a few hours of enjoyment looking at and reading about interesting people and places in interesting times, a good, carefully researched history is essential. This is such a book.



Leslie Ross

Born and brought up in Richmond, Leslie Ross is the great-granddaughter of William and Susan Baxter who came to Sea Island in 1885 and of the Reverend William Ross, a Presbyterian minister on Lulu Island, and Maude Ross. Majoring in Canadian history at Simon Fraser University, she won a Rotary District Scholarship which took her to Wichita State University. After completing her master's degree there, majoring in American diplomatic and revolutionary history, she was employed by the Richmond Public Library to organize the local history collection and to locate material on Richmond in various other libraries and archives. This research, combined with her academic training and personal background, made her a logical choice when the Richmond '79 Centennial Society needed an author for the history book to be published for Richmond's centenary. Miss Ross is now at the University of Minnesota, completing the requirements for an M.A. in library science and archives administration.

