



COMMONWEALTH

INTERPRETIVE STRATEGY SOUTHEAST FALSE CREEK

*An Appendix to the
Public Realm Plan*

REPORT PREPARED FOR
STANTEC ARCHITECTURE

BY
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BUFO INCORPORATED

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A. INTERPRETIVE STRATEGY

1.0 INTRODUCTION

This interpretive strategy articulates how the unique history of Southeast False Creek will be communicated to the public. The interpretive strategy informs design and is manifested in all aspects of planning. A shortened version of this Appendix appears as Section 5 of the Public Realm Plan.

In Southeast False Creek, the primary audiences for interpretation are residents and neighbours, rather than tourists.

A number of opportunities and challenges have been identified for consideration in the strategic planning, including:

Opportunities	Challenges
Primary audience is residents, which means layering and discovery over time are viable approaches	A number of the physical remains are gone or removed – only a few buildings survive north of 1 st Avenue, down from dozens
Abundant resource base of information and materials	The abstract qualities of the resources
City support – will be public open space	The original natural environment is gone
Living human resources	Including First Nations in process – need a strategy
Lots of public open space	Impacts of high density development means that a lot of the heritage resources have to go
Integration of heritage story is part of the plan	Most/all of the residents will be newcomers to the area – will have little knowledge of the site
Olympic village – putting money into the infrastructure, speeds up schedule, future heritage resource/story, raises the bar, tourists into area	Phased development will be a challenge to keeping consistent objectives and maintaining continuity with materials, funding, etc.
Phased development – (adaptive management)	Complex interactions of the development process between public, private, Olympic lands, First Nations, etc.

2.0 HISTORIC VALUE

The heritage value of Southeast False Creek resides in both its pre-settlement natural history and First Nations history, and in its post-settlement history as a purpose-built industrial area. The latter was shaped and used by private and public landowners from the late nineteenth century until the end of the twentieth century. This history informs us about Vancouver's industrial history,

the history of the City's infrastructure, and the relationship between these histories and the region's geography. An important part of the heritage value of Southeast False Creek is found in the relics of industry and public works, including buildings, structures, machines, toxic soils, and features that remain *in situ*. These relics constitute part of the heritage value of the area by providing tangible evidence of how it was transformed and used by industry and the City. They also speak to what it was like to work in industry in the twentieth century.

Most of the land in the area was created throughout the twentieth century through a process of filling-in an estuarine wetland. The intensity of the transformation of the area, from wet land to dry land, from natural to 'man-made,' and the pollution associated with it, is significant for making us consider the meaning of progress. Elements such as the alignment of First Avenue and its bend at Columbia, which follows the indentation of the historic shoreline, help us to recall the former landscape and provoke us to ask who changed it and what it replaced. The capacity of this landscape to raise these questions gives it educational value. It is these stories that form the basis for interpretation.

3.0 CHARACTERISTICS OF INTERPRETATION

"Interpretation is a communication process, designed to reveal meanings and relationships of our cultural and natural heritage, through involvement with objects, artifacts, landscapes and sites."

Interpretation Canada

"Interpretation is a communication process that forges emotional and intellectual connections between the interests of the audience and the meanings inherent in the resource."

National Association for Interpretation

To provide special, personal and lasting experiences requires our understanding that individuals are touched emotionally in different ways. This requires a mix of interpretive techniques and a combination of experiences.

Approach to Interpretation

In developing this interpretive strategy, we have been guided by the following planning principles:

Begin with the Audience

Everything counts: audience experience should include an aesthetically attractive setting that addresses their needs e.g. fonts, colours, language, etc. The key words that arise when audiences are interviewed are "fun" and "enjoyable," which usually means the experience engaged them.

Develop a Variety of Experiences

Interpretation is about learning in a fun way; simple enough to hold one's attention, containing enough information to be relevant. It is also ideal if interpretation ranges from very manual and tactile to more academic and virtual. The audience for interpretation arrives with different interests, knowledge, and preferred learning styles. This may also be true of each person at different times. Layering provides experiences that often lead to return visits and word-of-mouth promotion.

Use Humour and Surprise

But be cautious with humour; what is funny in one culture may be boring or even offensive in another.

Focus on Personal Perspectives

People are interested in people; where possible, attach a real person to the story, artifact or exhibit.

Immerse People in Special Places

The challenge is to transport people to another place or time.

Incorporate Live Programs

An interpreter is often the very best kind of person to meet: friendly, approachable, able to answer most questions and generate others, and clearly a safe, responsible contact in an uncertain world. In addition to the natural attraction of a friendly person, interpreters also provide flexibility – they can go where the visitors wants to go. This flexibility also extends to information and audience characteristics. It is a simple matter for an interpreter to incorporate new information; it can be difficult and costly to change exhibits or panels. They can also respond to the interests and knowledge of the group, and adjust the presentation to suit.

Make Real-World Connections

Experiences should have real-world connections while interpreting the real world of some previous time. It is important to audience understanding that the stories told are linked in an appropriate manner to the world that the audience knows. Interpretation must be clearly reflective of the community it is located in. It has the great honour of telling a community's stories and that responsibility must be taken seriously.

Design for Social Interaction

Less often noted is the value of planning for group experiences (besides school groups) and social interactions. People often enjoy being brought together in a friendly, comfortable way. The resulting conversations often lead to a better appreciation of the role of the place and the stories it tells. Social interaction may be as simple as benches located near one another in a comfortable, interesting setting, all the way to role-playing in an impromptu play being staged and directed by an interpreter.

Interpretive Objectives

The goals and objectives articulated in the Public Realm Plan informed the creation of the interpretive strategy. Goals and objectives that make specific mention of heritage and interpretation include:

Goal

To develop a sense of place through a response to the site's unique heritage, proximity to False Creek, and relationship to surrounding communities and the City of Vancouver.

Commentary

The SEFC neighbourhood will have a distinct identity within the city of Vancouver which will be enhanced by the public realm. There are three neighbourhoods in SEFC; the Worksyard, the Shipyard and the Railyard. Each relates to a historical use on the site.

Objective

To create a public realm which is informed and enriched by the heritage preserved on the site in the form of buildings, artifacts, and stories.

Commentary

There are five historic buildings and a number of artifacts preserved for integration into the public realm for Southeast False Creek. 'Stories' of the site's history can unfold through the design of the public realm.

Objective

To provide users with knowledge and to inspire emotional connections with SEFC by interpreting its natural and cultural heritage in a manner that is accessible to all.

Commentary

The public realm should be a layered interpretive experience that includes a variety of interpretive media and interpretation through design. Heritage interpretation should provide residents with knowledge, provoke an interest in the past, stimulate emotional connections, fosters a sense of place, and encourage stewardship.

4.0 INTERPRETATION AND HERITAGE RESOURCES

The basis of interpretation is the resource inventory. The inventory has informed interpretive planning in a number of ways, such as by helping to identify locations for media. It will be an important reference resource in the development of interpretive and design media.

The interpretive strategy synthesizes an inventory of heritage resources completed for SEFC; the Statements of Significance (submitted separately to the City of Vancouver) for the Salt Building, The Wilkinson Building, Sawtooth Building (Central Machine Shop), The Foreshore Lands (sub-area 1A, 2A and 3A) and the Private Lands (sub-areas 1B, 2B, 3C); and the stories these provide, with a diversity of media that address the participants' interests, knowledge and preferred learning styles.

The resource inventory is broken down into four sections, which are included as sections C-G of the present document:

- In-situ resources (Section C)
- Historical Images (includes photocopies and low resolution thumbnails of images with a brief description and identification of the source. These images are provided for research and planning purposes only) (Section D)
- Lists of oral histories, names, words, and flora and fauna associated with Southeast False Creek (Section E)
- List of sources consulted (Section F)

The in-situ resources were broken down by type, mapped, and prioritized. The ranking system and tables showing the high priority resources follow. The maps can be found in the appendix with the full inventory.

Resources were ranked using the following criteria:

- 1) Very important resource and key story in the thematic outline
- 2) Important resource and a good contributing story related to the thematic outline
- 3) Resource with a story related to the thematic outline

4.1 High-Priority In-situ Resources

Buildings

Resource Number	Name of Resource
A1	Best Building
A2	Central Machine Shop
A3	Gatehouse, Cambie Yard
A5	Opsal Steel
A6	Salt Building
A7	Wilkinson Steel

Structures, Remnants of Structures, Foundations (*Land*)

Resource Number	Name of Resource
B1	Cambie Works Yard Plinth
B2	Footprint/Foundations, former Cannon Building
B7	Indy Circuit Racetrack

Structures, Remnants of Structures, Foundations (*water/waterfront*)

Resource Number	Name of Resource
C1	Re-excavated slip, east of Sauder Lumber Co site, 145/135 W. 1 st Avenue
C6	Bridge footings
C7	Sheet metal wall
C8	Bollard
C9	Metal eye
C10	Found bollard
C13	Temporary wharf

Railway Lines: Routes and Remnants

Resource Number	Name of Resource
D1	BCE/GN e-w lines, north side of 1 st Avenue (to be removed)
D2	Railway ROW arcing from Ontario to Quebec , north of 1st
D3	Remnant of track, between Ontario and Quebec
D4	Remnant of track, east of Quebec, north of 1st
D6	Remnant of track, southeast of Nova Pole
D10	Location of railway sidings, north of 1 st Avenue

Linear Features: Shoreline Remnants and Former Locations of the Shoreline

Resource Number	Name of Resource
E1	Remnant of historic shoreline: kink in Main Street
E2	Remnant of historic shoreline: bend in 2 nd Avenue between Columbia and Cook
E3	Remnant of historic shoreline: bend in 1 st Avenue between Columbia and Cook
E5	Original Shoreline
E7	1938 Shoreline
E9	Finished Shoreline

Historic Sites with Stories (former sites of buildings or structures of note or sites with strong stories associated with them where the building is not what is valued)

Resource Number	Name of Resource
F1	Leamy and Kyle Sawmill Site
F3	Engine House Site, VWY
F5	Location of VWY/GN Trestle Across False Creek
F7	Westcoast Shipbuilders/Canron site
F10	Hayes Trucks (231 W. 2 nd)
F12	Hume and Rumble (15 E. 2 nd)
F13	Watson's Gloves (127 E. 2 nd)

Artifacts

Resource Number	Name of Resource
H1	Cambie Yard -- Signs
H2	Canron Artifacts, including bridge crane

5.0 THEMATIC STRUCTURE

Interpretive Zones

The study area has been broken down into four interpretive zones, which are based on historical stories that overlay the three neighbourhoods in the Public Realm Plan:

Worksyard

Sample Stories: Making sewer covers; painting road lines; site of city incinerator; casting concrete, making signs

Shipbuilding and Steel Fabrication

Sample Stores: Shipbuilding during World War I and II; women in industry during World War II; fabricating bridges and other steel structures

Lumber

Sample Stories: Milling spruce for planes during World War I at Sitka Spruce; fire at Sigurdson's Mill; story of Sauder Lumber

Rail, Trail and Automobile

Sample Stories: VW&Y Railway trestle and engine house; crossing the narrows at Main Street; gassing up on Main Street; crushing gravel and cutting stone; selling coal.

Themes

Each interpretive theme is a grouping of stories summarized into a single sentence. The sentence should capture the "big idea". Themes aid the planner by focusing the stories to be told; interpretation without themes tends to be a didactic listing of dates, places and names.

Before Things Changed. False Creek, once part of a larger wetland and creek system linked to the Fraser River, was a marine estuary where salmon, sturgeon, waterfowl and vegetation provided food for the First Nation people and early settlers who lived here.

Civilizing the Wild (or Civilizing with Industry). For much of the twentieth century many people linked 'civilization' with removing the wilderness as men brought in earth to displace the ocean, built their industry on the new land, and proceeded to convert BC's natural resources to products and wages.

Men at Work. For most of Southeast False Creek's early European and Asian history, this was a place filled with men surrounded by heavy machines, labouring in industrial buildings, in the act of converting nature to human purposes. Shift whistles, voices, machinery noise, and footsteps were all part of the mosaic of what used to take place here.

Move It! False Creek was the hub for industry in the region – barges, scows, and trains moved large amounts of materials in and out of the yards; trails and then roads intersected with the Creek at Main and Cambie Streets.

Creating a Sustainable Neighbourhood. SEFC has evolved from a natural environment to an industrial area to a complete community that is a model of sustainable development.*

* This theme reflects stories that will need interpretation in the future in contrast to the historical approach that guides this document. It is included to confirm that we are aware of the need but do not have the resources to develop further at this time.

Examples of Stories for Themes:

Southeast False Creek's landscape is a history book whose buildings are chapters that tell a story of not only what happened here, but also provide significant examples of Vancouver's growth into the city it is today.

Over the last 100+ years, this area has evolved from its natural setting as a marine estuary thriving in wildlife and the songs of birds and whispering waves to a thriving industrial area filled with the noise of machinery and men, to its current face of commerce and family living.

Before industrialization took hold, Aboriginal people and early non-native settlers used the Creek for hunting, fishing, and recreation. There are many stories about the great variety of waterfowl that populated the creek. Kids swam here.

From about 1900 onward the shores of Southeast False Creek have been pushed outward into the creek. What was water was transformed first into 'waterlots' and then into dry land as the shore became an ever-changing puzzle of wharves and piers, slips, and berths, as abstract lines on the map were transformed into 'dry land' built from fill.

City in transition – in the early twentieth century people lived along First and Second Avenues, industries and homes were mixed in together making for a short commute to work. The people who lived here came from all over the world – India, Japan, England, China, and Scandinavia, to name a few of the places.

Public Works -- the Cambie Yard, established in 1904, was the centre of the City's public works program. City workers were dispatched from here to build roads, install sewers, and make the city 'work.' For years the city's garbage incinerator was located on the site.

Two ports, one city – regional docks on this side, international docks on Burrard Inlet side of city; CPR decision to build its terminal on Burrard Inlet and its yards on False Creek created this duality.

Making a harbour – False Creek was Vancouver's secondary port, where local goods were shipped to and from – gravel from the Capilano, coal from Vancouver Island, raw logs from up the coast, salt from California, and much more came here. Log booms and barges full of raw goods filled the creek. Trains and later trucks were used for distribution.

Build it -- steel fabrication and construction are a big part of the history of Southeast False Creek. Huge steel structures were fabricated here and then shipped to where they were erected. Dominion Construction, the forerunner of Bentall Development, was based on at the western end of First Avenue, while City Construction was located at the east end.

Big Names -- there are some pretty big names in the history of the Province and the City associated with the businesses located here. For example - Bill White who ran the Boilermakers and Marine Workers Union; Frank Ross, who was Lieutenant Governor, ran one of the shipyards, Charles Bentall, who founded Dominion Construction. Fred Hume, Mayor of Vancouver and founder of the Canucks, had his electrical contracting business on 2nd Avenue.

Working stiffs -- thousands of people have laboured in the mills, yards, and plants located here. Mostly this was a male place, but during World War II, women replaced men as industrial workers – a position most lost after the war.

During World War II, Canada's union movement gained strength – the shipyards were a centre of unionization activity lead by the Head of the Boilermakers and Marine Workers Union. Mass unionization changed working life after World War II.

Timber -- the businesses of Southeast False Creek reflected BC's resource economy – especially the importance of the lumber industry. Along Second Avenue there was: Hayes Logging Trucks where trucks were made 'on the coast, for the coast'. Watson's gloves protected the hands of the 'working men' and Opsal Steel fabricated the blocks and pulleys used in the logging industries giant winches and cranes.

Moving goods and people is an integral part of the story of Southeast False Creek -- from the natural crossing points at Main Street used by First Nations to roads, bridge, trails, rail lines, and barges used by Europeans and Asians, transportation has been an enduring part of the story here.

For many years, Vancouverites saw False Creek as a dirty place – where the smoke from beehive burners clogged the air and untreated sewage made it stink.

Vancouverites have debated the best way to use the Creek for more than a century. The City has been an important landowner and regulator here since at least 1904.

Zoning decisions helped to shape its industrial form and have since determined its shift to a different mixture of uses.

6.0 RECOMMENDED INTERPRETATION

There are seven levels of interpretation; each level is a layer in the interpretive strategy. Each level is assigned to a media type. The media types are:

- Level 1 Image and Quote
- Level 2 Interpretive Node
- Level 3 Replicated Artifacts and Sound Station
- Level 4 Real Things
- Level 5 Linear Interpretation
- Level 6 Personal Interpretation
- Level 7 Interpretive Panels

The recommended locations for interpretive media respond directly to the mapping process done in the initial stages of the public realm plan. The assignment of themes and stories to locations responds to the site's history and its heritage resources.

The following pages illustrate each media level and show proposed locations for interpretive media.

A comprehensive matrix showing all of the media organized by neighbourhood follows the body of the report, as a supporting document. For each location, the media level is identified along with the interpretive zone, story, and known supporting resources. A map that shows all the proposed locations accompanies the matrix. (Supporting Document No. 1)

6.1 Notes

- Site furnishing, choice of materials and historical patterning require coordination between interpretive planners and the landscape architect; interpretive planning to identify and suggest elements, landscape architect to assess these possibilities and integrate them as appropriate, into the site. This process is underway and will continue over the course of this work. Many ideas proposed in this chapter are reflected in the "Public Realm Design Concept."
- Living History (role-playing an historic figure or composite figure) has potential for theatrical presentations either as street theatre, or preferably, as formal theatre.
- Third-person interpretation (in period costume but without role-playing) has potential for guided tours.
- While proposed interpretation is significant at the major gateways, it has not been over-emphasized because of its perceived unintentional role as a tourist draw. We suggest that too much emphasis could lead to significant tourism, which in turn could translate into traffic issues and compromise the area's sustainability.
- Also not included in the menu of interpretation is a walking tour of Southeast False Creek using a brochure, although this medium may be effective for specialty tours. Brochures may have potential as a high-quality illustrated document that is sold by some entrepreneur, but simple, text-only or "text-mostly" brochures have not proven themselves as a particularly effective form of interpretation.
- The intention of the levels is to be incremental in implementation. For example, the photo/quotation interpretation could be developed first and would remain in place when other levels are implemented. Some elements are expensive and may require fundraising.
- The proposed interpretation does not attempt or claim to be definitive in content. A serious historian would need to seek additional sources for the anything approximating a full story.

This is an inherent limitation of interpretation in that providing – together - a mixed interpretive experience ranging from simple pictures to extended text narratives serves no audience well and tends to discourage many people from even approaching the interpretive media.

- The interpretation includes many simple interpretive elements directed at a resident audience who may only glance at one or two at any particular time but ultimately see them all...and may be motivated to search them all out after being rewarded with entertaining information and experiences from the early encounters.

Level 1: Image and Quote

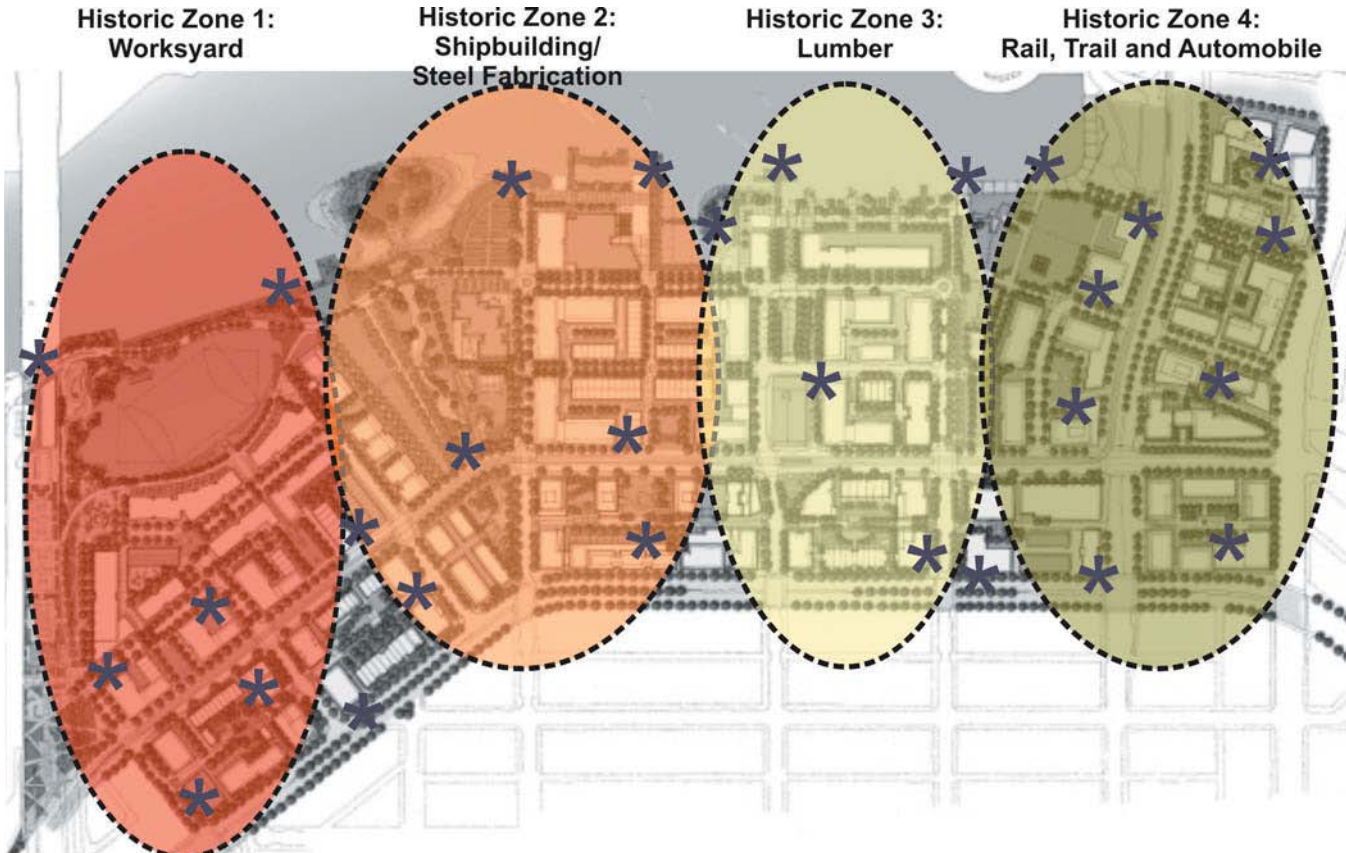
Level	Medium	Description	Location(s)	Example(s)
1	Image & Quote	Small e.g. total size < 60 x 30 cm Usually a photo combined with a related quotation from the same era	Moments (approx. 17) Water & Minor Gateways (approx. 14) May be posted on pedestal but preferably applied directly to wall / rock / bench regardless of material	Photo of Bill White, Head of the Boilermakers and Marine Workers Union - with a quote from him about the importance of unions



Image and Quote on a bench

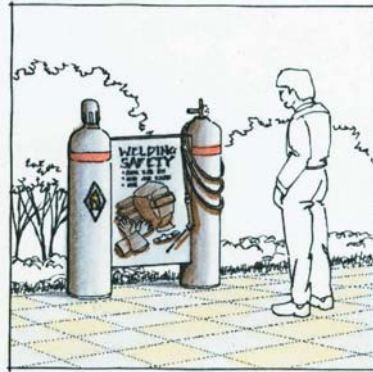


Possible image for use
(Photo Source: City of Vancouver Archives)



Level 2: Interpretive Node

Level	Media	Description	Location(s)	Example(s)
2	Interpretive Node	Free-standing interpretive panels preferably with 3-D models attached	Major Gateways Panel backing and structure should reflect appropriate materials May be a single panel or small grouping depending upon location & story	Heroic statue of Women with rivet gun building a victory ship with a quote about a)the work and her contributions to the war effort b)losing her job at the end of the war Cambie Yard plinth/story of the works yard on blue and yellow panels shaped like workers



Example station at Interpretive Node

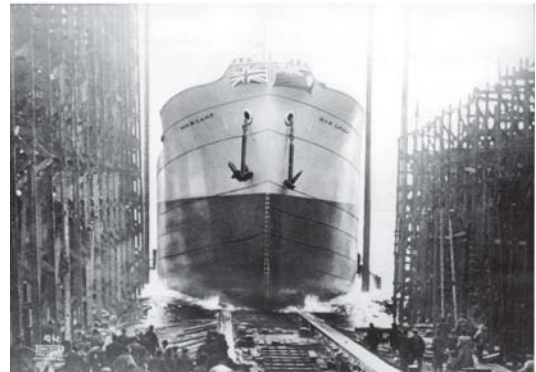


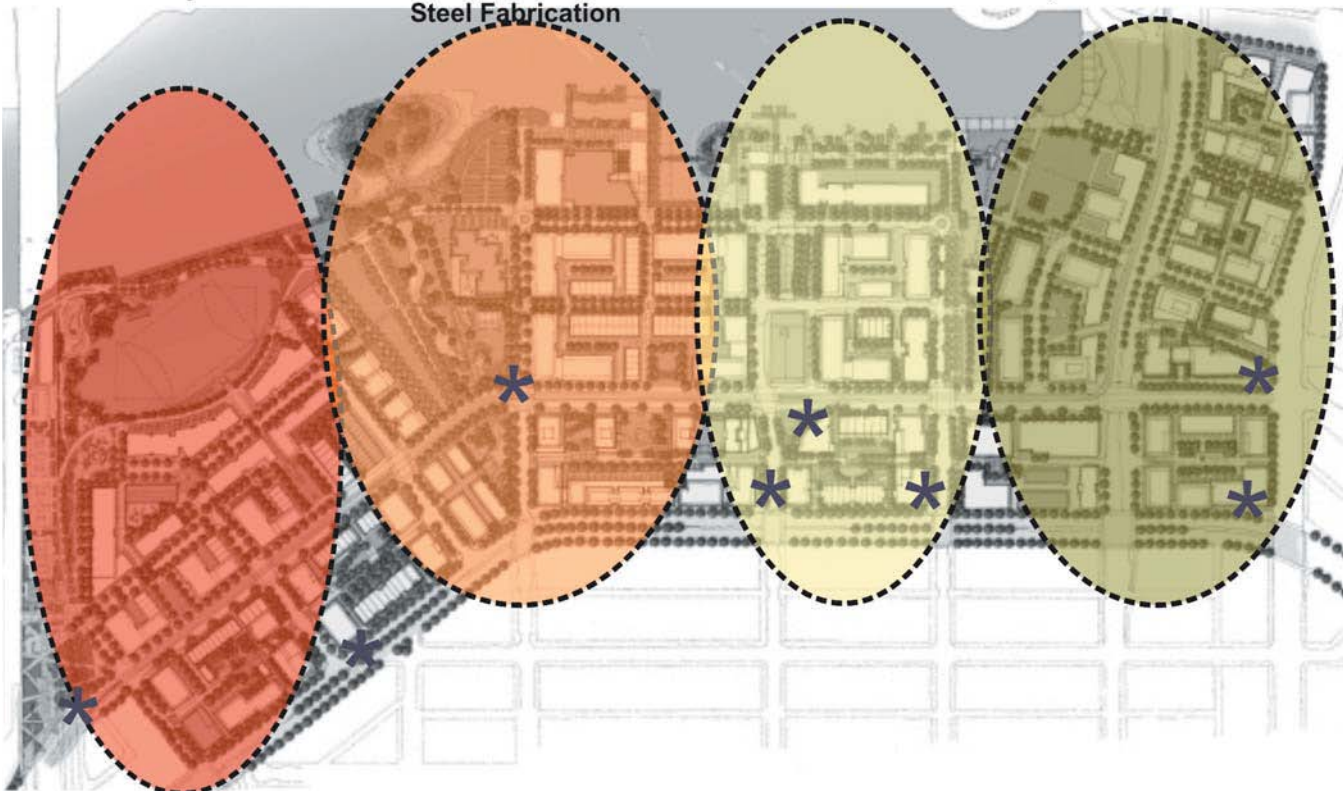
Image of ship for possible model
(Photo Source: City of Vancouver Archives)

Historic Zone 1: Workyard

Historic Zone 2: Shipbuilding/ Steel Fabrication

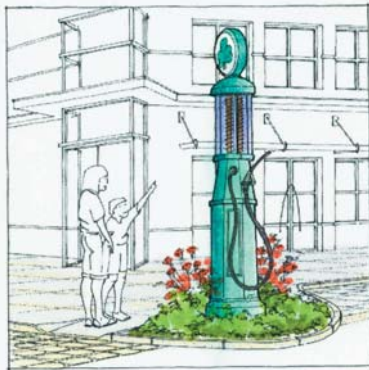
Historic Zone 3: Lumber

Historic Zone 4: Rail, Trail and Automobile



Level 3: Replicated Artifacts and Sound Station

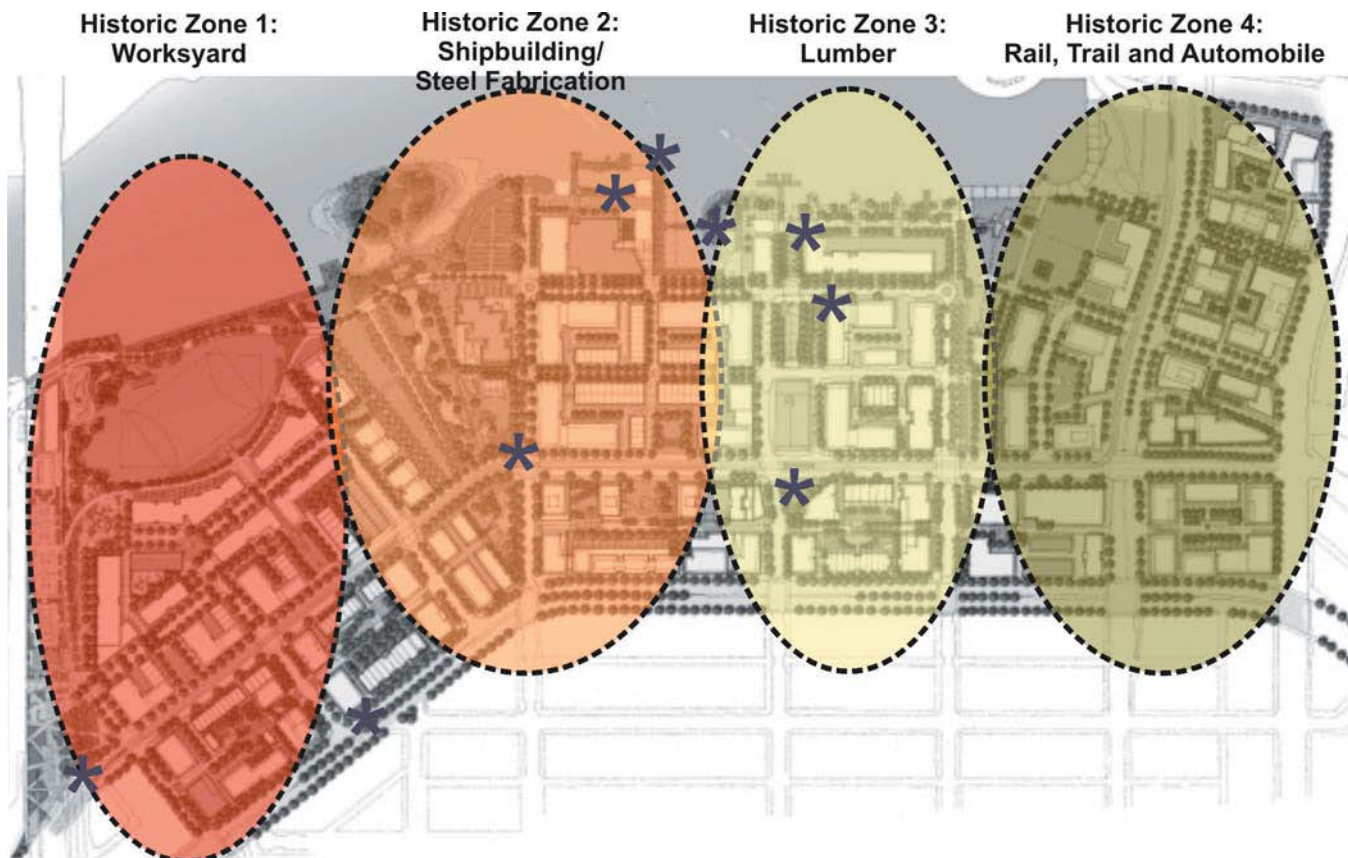
Level	Media	Description	Location(s)	Example(s)
3	Replicated Artifacts & Sound Station	Large industrial tools replicated in metal, wood or gunnite at full or scaled-down size (e.g. > 1 m ³ < 8 m ³)	Major Urban Spaces (approx. 5) Touchable with text and images right on the replica like some kind of "interpretive graffiti" Alternate interp provided by a sound station with concealed speaker, activated by stepping on a paver	Alan Hunt of Vancouver Salt standing in a pile of salt and talking about how the heavy construction of the building – designed to hold the weight of the salt



Example Station and Artifact

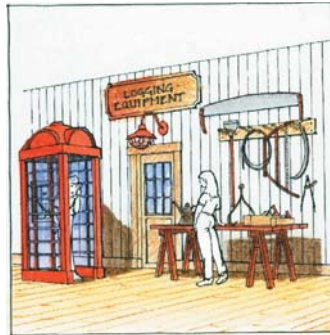


Former Gas Station
(Photo Source: Vancouver Public Library)



Level 4: Real Things

Level	Media	Description	Location(s)	Example(s)
4	Real Things	Interpretive panels that match original site or buildings in style "Telephone" sound stations	Historical Structures and Sites Located at structure or with best view of story. Interpret style to reflect story e.g. stack of lumber at sawmill, filing cabinet in offices, curved metal surface for shipbuilding, etc. – Pick up phone in historic-style phone booth and "overhear" conversations between workers at the facility	Cab of a Hayes Truck with voice of a truck logger talking about how truck logging changed the industry Bridge Crane operator discussing the bridges fabricated at Canron Sound station in a phone booth could be a conversation between a builder ordering lumber and the mill with lots of background noise



Example station



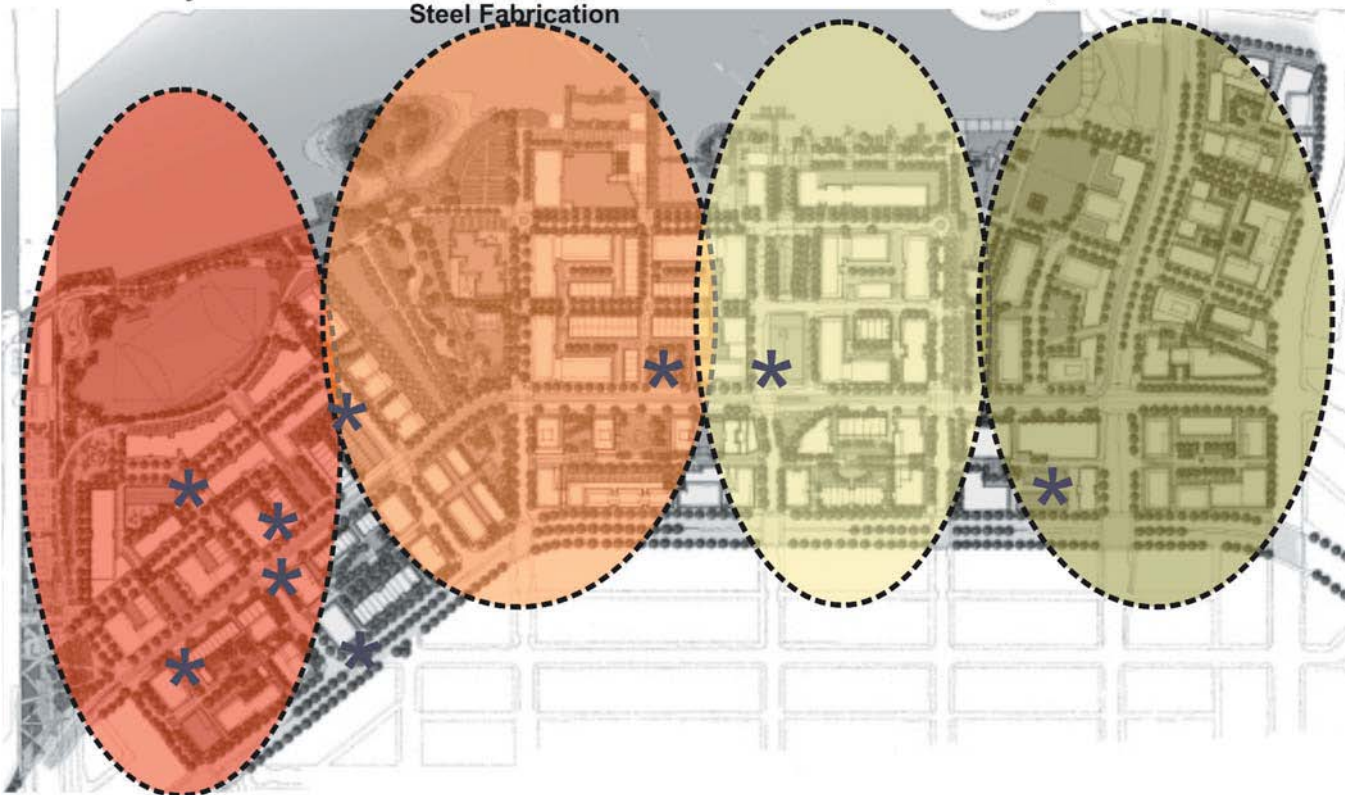
Opsal Steel Building
(Photo Source: Vancouver Public Library)

Historic Zone 1: Workyard

Historic Zone 2: Shipbuilding/ Steel Fabrication

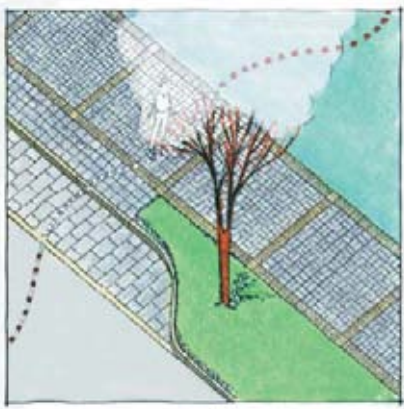
Historic Zone 3: Lumber

Historic Zone 4: Rail, Trail and Automobile



Level 5: Linear Interpretation

Level	Media	Description	Location(s)	Example(s)
5	Linear Interpretation	Markings on road and other surfaces with simple interp	Historic shorelines, railway Ground level marking or elevated (railing?) as appropriate & feasible	On the line marking the original, natural shoreline, is a list of animal and plant species that used to live here – should run the entire length of the marking



Expression of shoreline



Precedent



Level 6: Personal Interpretation

Level	Media	Description	Location(s)	Example(s)
6	Personal Interpretation	Guided walks, living history, theatre	Anywhere (except theatre) Guided walks could be provided by volunteers, heritage society members, past workers, entrepreneurs, etc. Theatre companies could stage plays about False Creek on the stage in the Manitoba Plaza	Theatre presentation about women's feeling when the men came back from war and took back their jobs



Interpreter at the Salt Building



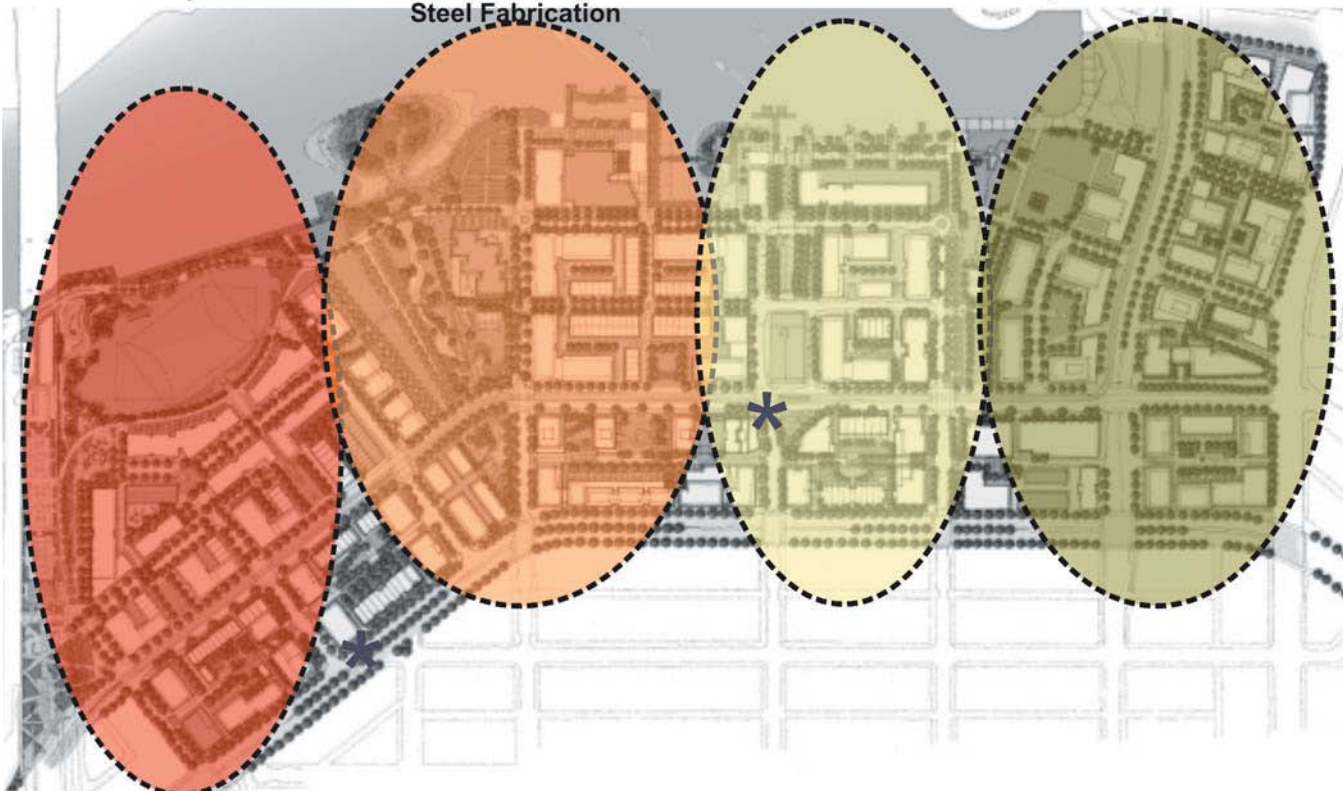
Interpreters in Costume

Historic Zone 1:
Workyard

Historic Zone 2:
Shipbuilding/
Steel Fabrication

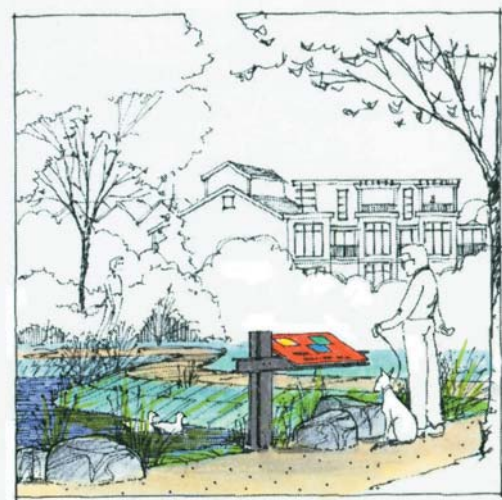
Historic Zone 3:
Lumber

Historic Zone 4:
Rail, Trail and Automobile



Level 7: Interpretive Panels

Level	Media	Description	Location(s)	Example(s)
7	Interpretive Panels	Guided walks & interpretive panels	Modern Features: Habitat Island, Stormwater Wetland Panels and walks could be designed and led by students from the elementary school	Students do a sustainability mural and give special tours to other school kids about sustainability



Example Content



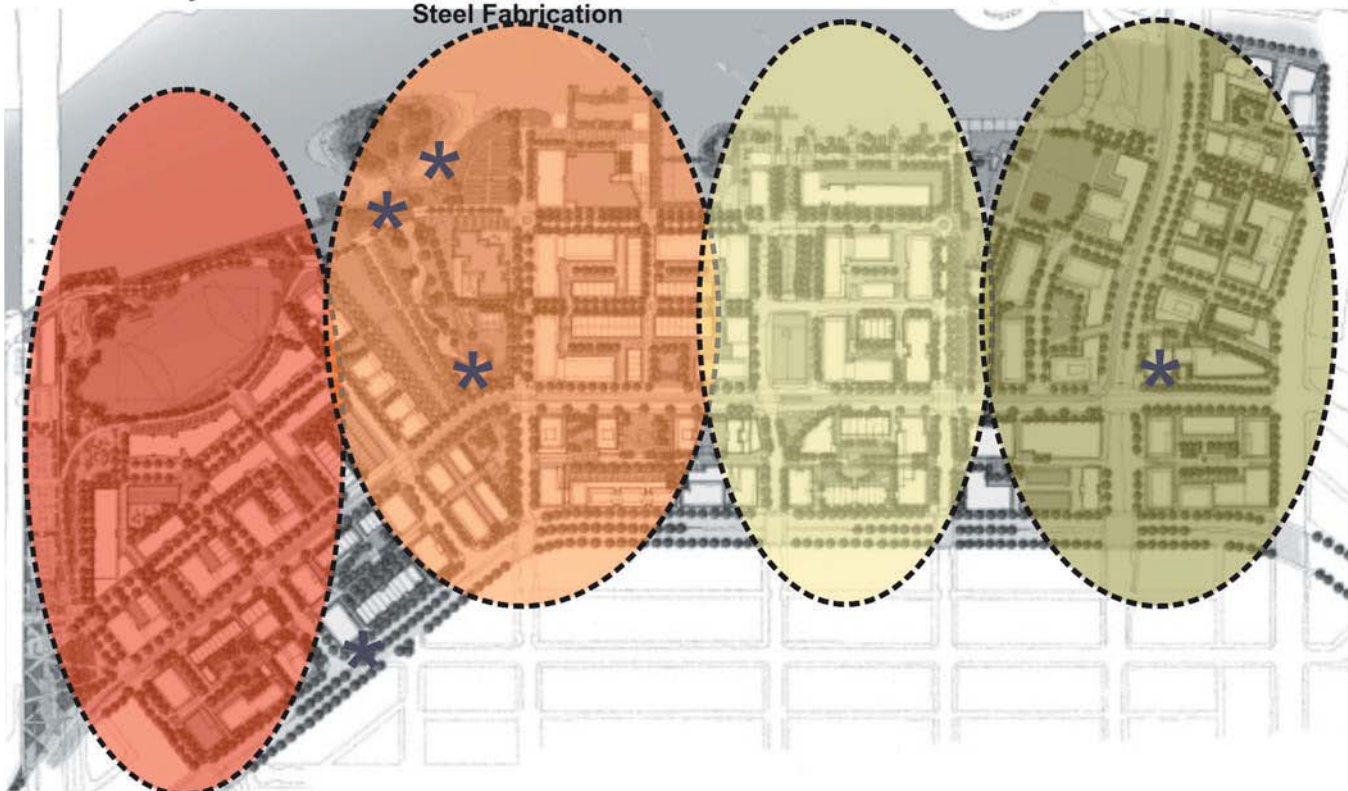
Panel at the Wetland

**Historic Zone 1:
Workyard**

**Historic Zone 2:
Shipbuilding/
Steel Fabrication**

**Historic Zone 3:
Lumber**

**Historic Zone 4:
Rail, Trail and Automobile**



7.0 CONNECTIONS: INTERPRETATION, DESIGN, AND ARCHITECTURE

Interpretation can best be considered as “layers” of experiences that complement and influence other related design components, including, landscape design, urban design, and public art. While these layers must fit together seamlessly, they also each have their own needs and objectives.

The integration of interpretation, urban design and public art is essential to the success of the Public Realm Plan. This section lists the design media that complement the interpretive layers.

Design media include:

- **Materials:** Can be used to evoke past patterns of land use and building construction. From an interpretive perspective, materials can re-enforce a message. For example, changes in materials between neighbourhoods can be help to communicate the differences in the history of land use. This may include re-used materials.
- **Form & Character:** Forms include shapes of buildings (shed-like structures, warehouses) as described in the Statements of Significance and the wide variety of ‘smaller’ objects associated with the area – from the sewer grates and stacks of concrete pavers, to mounds of gravel, log booms, and steel I-beams. These ‘pieces’ were arranged and used in inventive and ad hoc ways – expressing the pragmatic working character of the place. Form and character contribute to the ‘spirit’ of the place helping to communicate its history and heritage.
- **Names and Words:** Names and words can be used to evoke past uses as well as groups and individuals associated with a place. From an interpretive perspective, names need to be explicit to have meaning. Many names in Southeast False Creek contain explicit descriptors that make it possible for those unfamiliar with the history of the area to understand the basic association (e.g. The Great Northern Lumber Co). Sometimes, company logos and letterhead combine words and images and communicate quite explicitly the function of the company and sometimes a part of its history (date founded, for example). Historical names and words can be used for mews, streets, buildings, and public spaces. Names and words/phrases can be inscribed in materials to form a kind of site-specific found ‘poetry.’ Words can also be arranged into visual poems.

These media are manifested in the following design components:

Neighbourhood Identification and Character:

SEFC’s three neighbourhoods reflect the history of land use in the area. Each neighbourhood’s character is derived from its history. See the Public Realm Plan for further information.

Architecture:

Building design should reflect the historical design characteristics of the area by recalling formal elements, massing, roof forms, window openings, materials, and other features in the new designs. These characteristics are identified in the Statements of Significance.

Public Art:

Public art should be influenced by the themes identified in the interpretive strategy. It may also be influenced by the design media identified here.

The following tables describe these media by neighbourhood and provides examples of how they have been used in the Public Realm Plan.

Neighbourhood	RAILYARD
Historic Interpretation Zone(s)	Rail, Trail, and Automobile
Materials	Steel, iron, wood (as ties), spikes; also asphalt, rock, gravel
Reused materials	Rails, railway artifacts, racing car tires
Forms & Character	<p>Forms suggestive of railway tracks (pairs of rails with wood ties) or individual rails (somewhat like an I-beam, but a different section), locomotives, railway cars, bells, whistles, water tanks</p> <p>Since the larger interpretive theme is 'Rail, Trail, and Automobile,' things suggestive of trails and cars are also appropriate. We specifically recommend something to commemorate the <i>Indy</i> happen here as well – perhaps rubber tires, model racing cars, race car skid marks</p> <p>The construction aspect of the history of this area included Capilano Crushing, City Construction, and Macdonald Cut Stone so rock and gravel are also appropriate materials. Many of these materials were barged on scows to the area. The barge slips and related piles/bollards fit here as they do in other parts of the area.</p>
Names and Words	<p>Names/logos of companies such as McDonald Cut Stone Contractors, City Construction, Capilano Crushing, Opsal Steel Co.</p> <p>Words and phrases such as: log haul, gravel bunker, piled stone, coal shed</p> <p>Names/logos of Railway including: Great Northern Railway and Vancouver, Westminster, Yukon Railway.</p> <p>First Nations names for peninsula projecting into False Creek (requires consultation).</p> <p>Name of First Pre-emptor: Julius Voight</p> <p>Names of people associated with businesses.</p> <p>Phrases from Advertising such as: 'Watson's Gloves, The Wear is There'</p>
Examples from Design	Trash can lids with railway motif; marking of historic shoreline

Neighbourhood	SHIPYARD
Historic Interpretation Zone(s)	Lumber; Shipbuilding, Steel Fabrication
Materials	Metals, especially steel and iron, CRANE; Wood, metal if suggestive of saws
Forms & Character	<p>Things suggestive of steel members (i.e. I-beams, H-beams), bridges (Cannon fabricated many of Vancouver's great bridges), structural frames, boats and ships. The proposed bridge that is suggestive of a boat is very appropriate; so too are the proposed I-beam sections. High volume open spaces. Large sheets of steel for ship fabrication. Galvanized materials. Bollards. Wharf piles</p> <p>Forms suggestive of piles of lumber, individual pieces of lumber, boards, sawmilling, saws, beehive burners, sawdust piles, wood decks (on which lumber would have been piled), smoke. Also various forms of cranes/gin poles with heavy steel cables, on the water – log booms. Shed like buildings. Ross carriers.</p> <p>Patterns derived from the above industries including forms for metal work, timber marks (used to identify where timber came from), stamps or logos of businesses.</p>
Names and Words	<p>Names/logos of companies such as Cannon, Western Canada Bridge, West Coast Shipbuilding, Sauder Lumber, Sitka Spruce</p> <p>Words and phrases such as 'Speed the Ships' 'Down our Ways' 'Every Rivet a Bullet' associated with World War II shipbuilding</p> <p>Names of ships built and bridges fabricated here such as 'War Charger' and 'Pattullo.'</p> <p>Names of species of trees milled here such as Sitka Spruce and Cedar.</p> <p>Names of people associated with businesses.</p>
Re-used materials	Bricks from the re-excavated slip.
Examples from Design	<p>The depressed space of the plaza in front of the Salt Building recalls the former slipway/berth that was used by Vancouver Salt Co. is an example of a large form that recalls a historical use. Likewise the cables for the rain canopies are reminders of the cables used on the giant cranes to move lumber.</p> <p>Names of historical flora and fauna etched in pavement along park streets</p> <p>Cleats and other remnant metal objects associating with shipbuilding to be embedded along Zero avenue.</p>

Neighbourhood	WORKSYARD
Historic Interpretation Zone(s)	Workyard; Shipbuilding, Steel Fabrication
Materials	Metals, especially steel and iron (shipbuilding); Concrete (concrete objects were fabricated in the Cambie Works Yard), asphalt, perhaps metal (signs were fabricated there). There are some other materials opportunities here including gravel, of which there were great piles, and metal. The painted lines are gone, but could be interpreted. Our photo-documentation contains good images of signs and precast concrete pieces. Also piles of catch basins. Great sheet wall and huge tires in front of Modern Terminals.
Re-used materials	Signs and other materials from the Cambie Works Yard (see inventory of yard completed for City in 2005), sheet metal wall, massive tires, rails and ghosts of rails
Forms & character	Things suggestive of roads, signs, trucks, cars. Forms, for concrete and signs. Piles or small features representing materials being stored. Colour was important here – most of the buildings in the Cambie Yard were a pale yellow with blue. The incinerator stack was a distinctive feature of the site for many years. Also, there were great stacks of sewer/water related grates and lines painted haphazardly on the asphalt, concrete forms and buckets. On the Shipyard site there were large berths or ways where ships were built.
Names and words	<p><i>Note: the new island represents a naming opportunity. This name could be drawn from the historical period or from First Nations traditions. If the latter, then First Nations should be approached to see if there is interest and then the naming would be done in consultation with First Nations.</i></p> <p>Names and logos of companies such as Cambie Works Yard (City of Vancouver), Wilkinson Steel, J. Coughlan and Sons, BC Tel, Pierre Paris</p> <p>Words and phrases such as Berth No. 2, Gantry 'A', First Aid, Drawbridge, Garbage Destructor, City Pound</p> <p>Names of truck models made here, phrases from advertising, phrases from signs made/found at the Works Yard</p> <p>Names of City Engineer's (e.g. Charles Breckinridge)</p>
Examples from Design	<p>Original planted shoreline edge along constructed wetland</p> <p>Play mounds in Hinge Park recalling the mounds of materials stacked in various yards at SEFC.</p> <p>Location of railway line remnant/ghost marked with ties and gravel marks in Hinge Park.</p>

8.0 IMPLEMENTATION: STANDARD PROCESS AND PHASING FOR INTERPRETIVE MEDIA DESIGN

It is assumed that the Interpretive Strategy will be implemented as part of the Public Realm Plan process. The following is a brief outline of the steps planners need to consider when undertaking detailed interpretive media design and production.

Phase 1: Concept Planning

Research is performed, collecting background and research information on the exhibit subject; themes and conceptual approach is reviewed. The resulting plan includes objectives for specific media, delivery matrix, bubble diagrams, initial design idea sketches/collages, and an outline budget.

Phase 2: Schematic Design

Physical and media concepts including plans and elevations of all elements, draft concept for text, graphics concept, creative treatments for median and preliminary budget.

Phase 3: Design Development

Design is revised and developed further including appropriateness and practicality of the exhibit ideas; budgets are checked. Text and script outlines or treatments for AV work are further developed; graphics design is completed to a preliminary stage for all elements; source lists are developed for all images, artifacts, replicas and props.

Phase 4: Contract Documents

Final bid documents are developed: working drawings, construction specifications and text and graphics documents. Ready to tender unless is a design/build contract.

Phase 5: Construction Administration

The final phase of the project where construction, final installation and clean up takes place. Work in progress is reviewed, and additional sketches and information are supplied as necessary to the contractor(s).

9.0 POSSIBLE ADDITIONAL OR ALTERNATIVE SITE EXPERIENCES BY THEME

Early in the interpretive planning process, the interpretive team workshopped a number of conceptual media for Southeast False Creek. Many of these were identified in the levels of media portion of the strategy; these are highlighted in italics in the following table. Others did not find their way into the strategy but the concepts remain valid and are included here for the benefit of future planners.

Before Things Changed/Creating a Sustainable Neighbourhood	Civilizing the Wild (Civilizing with Industry)	Men at Work	Men at Work	Move It!
Watch sewers become clean/grey water	<i>I will read a panel about what was once here while looking to what was always here – water and mountain views</i>	Watch historic snippets of films from WWII shipbuilding here	<i>Watch a play about women working in WWII at the amphitheatre</i>	Climb on the Bridge Crane ...outside
<i>See ducks, eelgrass, clams, oysters ...and get my feet wet</i>	See a mosaic made from fill from the site	<i>Pick up a phone in an old-style telephone booth – “overhear” conversation between workers at Public Works</i>	Watch a demonstration of how they processed salt in the salt building	See the sign garden and eat lunch there with beer and have a snooze in an orange coverall
Smell the vegetation that once grew (and may again grow) here	<i>Walk along each of the “historic” shorelines on a long balance beam</i>	<i>I will listen to memories of former workers through recorded speakers embedded on crane while traversing the Gantry Crane</i>	My child will read a panel and ask “is this true?” and I will know the answer ...I was a worker there	Ride my bike up a mound of gravel and over the sign garden and through the painted line maze
Write a letter about the polluted soil ...in the soil	<i>Envision what the place once looked like through photos/video</i>	“Noise-scape” ^{**} walkthrough hall or tunnel *industrial sounds	<i>Tell my friends cool stories about the place</i>	Walk on logbooms
<i>Walk around a Pacific Crabapple bush</i>	Historic photos emblazoned in the pavement that have been tinted	<i>“graffiti” on building walls or stone wall – actual quotes from oral history</i>	<i>Participate in a tour of the industrial areas led by a male in overalls</i>	<i>Drive a car or ride a bike along a part of the Indy Circuit</i>
Canoe / kayak? To recreated natural island and see restored wetland	Listen when I step on the story paver to a story about working on the creek	At points along street or trail hear sound from industrial activity that took place here	View model of “Victory Ship” (3-4m in length) in plaza	Walk across all the bridges built by Cannon under the lights of Nova poles
<i>My school class volunteered to help restore the old wetland (project)</i>		From audio experience, imagine I hear the sounds and smells of the heavy machinery industry	<i>Hear voices and noises of shift changes (workers talking, whistles, etc)</i>	Hitch my kayak to the bridge crane hook and haul it ashore
		Beehive burner that smokes and puffs	Hear and smell metal being cut (and see)	Play volleyball in a barge

B. INTREPRETIVE MATRIX

The interpretive matrix organizes the media levels by neighbourhood and location (see accompanying map on Page 38). For each location, the media level is identified along with the interpretive zone, story, and known supporting resources. See the other appendixes for more information about resources.

Worksyard Neighbourhood				
Media Level/Theme	Map Ref #	Interpretation Zone	Story	Resources
Image/Quote				
Move it!	1	Worksyard	Fires and accidents on the old Connaught Bridge	C6, Bridge Foundation, photographs
Civilizing the Wild	2	Worksyard	Using False Creek as a sewer, the smell of the Creek	G4, Sewer Outfall
Civilizing the Wild	3	Worksyard	Disposing of the City's garbage	F2, Site of the city incinerator
Civilizing the Wild	4	Worksyard	Drainage, old and new	E4, Minor Creek along Wylie
Men at Work	5	Worksyard	Alleys – at the center of everything	Photographs of businesses on the alley Names of businesses on the alley
Civilizing the Wild	6	Worksyard	Southeast False Creek's first sawmill – the beginning of industry	F1, Site of Leamy and Kyle Sawmill; Photograph of the sawmill, advertisements for the sawmill in City Directories and phrase such as 'Rough and Dressed Lumber, Doors, Sash, etc.'
Move it!	7	Worksyard	Raw materials for public works were brought to the Cambie Works yard on barges and stored in great mounds	C12, Remains of Gravel Bunkers, photographs of yard with piles of aggregates

Men at Work	8	Shipbuilding, Steel Fabrication	J.A. Coughlan and Sons built ships here during World War I.	I2, Old rail dollies; D9 ghost tracks on asphalt and shown on FIP maps Photographs of J.A. Coughlan's and Sons shipyard at work during WW II. Lists of ships built
Men at Work	9	Shipbuilding, Steel Fabrication	Bissinger and Co. Hides Wool and Pelts; Murray Latta Machines; BC Box Co.	Names and photographs of businesses located along 2 nd Avenue, from Cook to Wylie
Men at Work	10	Shipbuilding, Steel Fabrication	Hayes Trucking – story of building trucks for coastal logging	F10, site of Hayes Trucks Photographs of Hayes Trucks
Civilizing the Wild	11	Shipbuilding, Steel Fabrication	The historic shoreline dipped south and west here – the road follows the alignment of the shore.	E3, Remnant of historic shoreline Maps
Men at Work	12	Shipbuilding, Steel Fabrication	Some 55 ships were built in four berths located in this area during World War II.	Photographs of the shipyards Lists of names of ships Maps showing locations of berths

Interpretive Node				
All themes	13	Worksyard	Welcome to SEFC. Introduction to major themes and neighbourhoods. What used to be here.	Maps and photographs.
Replicated Artifacts / Sound Station				
Men at Work	14	Shipbuilding, Steel Fabrication	Build it! Steel fabrication was a key part of what happened in SEFC. Welders laboured in the ship and steel fabrication yards to build huge 'things' – the flare of welding torches and the scream of metal being cut was the sound of work here. Doing this safely required equipment and knowledge.	3-D models of welding torch and gear mounted between replica oxy-acetylene with safety instructions as would have been in the shipyard. Graphics could include safety posters.
Real Things				
Men at Work	15	Worksyard	The men who worked for the City and the jobs they did – including making of the signs for city streets, casting sewer grates and concrete.	A2, Central Machine Shop Photographs of public works employees at the yard and at work in the City. Photographs of signs and actual signs salvaged from the yard. Make a sign garden or maze from the signs. Poster about making signs with slogan ' <i>Our Signs for Your Safety</i> '
Men at Work	16	Worksyard	The Canadian Telephone Co. (later BC Tel) had its warehouse and repair facility here.	A1 - Best Building Photographs of the Best Building
Men at Work	17	Worksyard	Introduction to the Workyard Neighbourhood story. Public Works! The Cambie Yard, established in 1904, was the centre of the City's public works program. City workers were dispatched from here to build roads, install sewers, and make the city 'work.' For	B1, Plinth – put the steam engine back! Photographs of the works yard Salvaged materials from the works yard including possible sewer covers, concrete buckets, other utilitarian objects made or

			years the city's garbage incinerator was located on the site.	used at the Yard Steam engine removed from the plinth
Move it!	18	Worksyard	Great volumes of materials, such as gravel and asphalt, moved out of the yard in dump trucks to civic public works projects.	A3, Gatehouse with weigh scale Weigh scale underneath – hook it up to read weights of vehicles/people
Real Things				
Move it!	19	Shipbuilding, Steel Fabrication	The heavy industry located here used rail to move goods on, off, and around the site. Cranes moved on rails, as did freight cars.	A7 Wilkinson Steel; D1 Railway track running in front of building Crane inside building Rail tracks inside building
Interpretive Panels				
Men at Work	20	Shipbuilding, Steel Fabrication	During World War II, Canada's union movement gained strength – the shipyards were a centre of unionization activity lead by the Head of the Boilermakers and Marine Workers Union, Bill White. Mass unionization changed working life for many Canadians after World War II.	Photographs of union meetings Biography of Bill White, Head of the Boilermakers and Marine Workers Records of the union are held at UBC. Union is still active.
Before things changed	21	Shipbuilding, Steel Fabrication	Before industrialization took hold, Aboriginal people and early non-native settlers used the Creek for hunting, fishing, and recreation. There are many stories about the great variety of waterfowl that populated the creek. Kids swam here.	To be developed in consultation with 1 st Nations
Creating a Sustainable City	22	Shipbuilding, Steel Fabrication	Where the Island came from – why it is there and how this relates to the history of SEFC.	Island

Shipyard Neighbourhood				
Media Level/Theme	Map Ref #		Story	Resource
Image and Quote				
Civilizing the Wild	23	Shipbuilding, Steel Fabrication	Part of a neighbourhood. In the early twentieth century people lived along First and Second Avenues. The people who lived here came from all over the world – India, Japan, England, China, and Scandinavia, to name a few of the places.	Names from the city directories
Men at Work	24	Shipbuilding, Steel Fabrication	Working stiffs. Role of the unions.	Photograph.
Move it!	25	Shipbuilding, Steel Fabrication	Scows and barges were used to move goods on the Creek	Photograph of barge.
Men at Work (with a twist)	26	Shipbuilding, Steel Fabrication	It wasn't just men who worked. Women worked in the shipbuilding industry during World War II.	See <i>Down our Ways</i> , newsletter of Westcoast Shipbuilders at City of Vancouver Archives. See also <i>Ships of Steel</i> .
Before things changed	27	Shipbuilding, Steel Fabrication	The Creek was an important source of food for First Nations.	To be developed in consultation with 1 st Nations
Move it!	28	Lumber	Recent use ramp as transfer station – the dump truck parade	C13, site of wharf at foot of Ontario
Creating a Sustainable City	29	Lumber	Use of the site for recreation, including the Indy, after most Industry left but before the site was redeveloped.	B7, remnant of Indy Track Images from the Indy (not identified)

Media Level	Map Ref #		Story	Resource
Image and Quote				
Civilizing the Wild	30	Lumber	On the old shoreline – there was a bay or slough here. In the early twentieth a trestle bridge ran across it.	Maps
Men at Work	31	Lumber	Big Names! Fred Hume – Mayor, Canuck owner	F12, site of Hume and Rumble’s offices Photographs of Fred Hume as Mayor
Interpetive Node				
Men at Work	32	Shipbuilding, Steel Fabrication	Introduction to Shipyard Neighbourhood. Build it! Steel fabrication and construction are a big part of the history of Southeast False Creek. Ships were built here during both World Wars. Huge steel structures were fabricated here and then shipped to where they were erected. Dominion Construction, the forerunner of Bentall Development, was based on at the western end of First Avenue, while City Construction was located at the east end. Some Big Names were associated with these industries.	Photographs; oral history; news clippings; West Coast Shipbuilders news clippings’ Panoramas showing the steel fabrication yards along First Avenue Panoramas showing the yards from False Creek.
Men at Work	33	Shipbuilding, Steel Fabrication	Introduction to history of SEFC with focus on the story of 2 nd Avenue (Dufferin) – its links to the lumber industry and to the wholesale trade.	Photographs, names of businesses
Move it!	34	Lumber	Making a harbour – False Creek was Vancouver's secondary port, where local goods were shipped to and from – gravel from the Capilano, coal from Vancouver Island, raw logs from up the coast, salt from California, and much more came here. Log booms and barges full of raw goods filled	C1, remains of wharf and pilings east of Sauder Lumber Co. site A6, Salt Building Manitoba Plaza as memory of barge slip. Photographs of Sitka Spruce Contact Sauder to see if they have images.

			the creek. Trains and later trucks were used for distribution of processed/semi-processed materials.	
Replicated Artifacts / Sound Station				
Move it!	35	Lumber	Moving salt from barges, to the Salt Building and then onto trucks and rail cars.	Oral history interview with Alan Hunt of Vancouver Salt
Before things changed	36	Shipbuilding, Steel Fabrication	Stories about using the Creek for food gathering and as a transportation route.	To be developed in consultation with 1 st Nations
Men at Work	37	Shipbuilding, Steel Fabrication	Working stiffs. The screeching sound of metal being cut, the pop of rivet guns, and the flare of welding torches were all part of what happened here.	Sounds of the shipyard – bells, whistles, screech of metal.
Replicated Artifacts / Sound Station				
Men at Work (with a twist)	38	Shipbuilding, Steel Fabrication	Working stiffs included women. Mostly this was a male place, but during World War II, women replaced men as industrial workers.	Sculpture of women workers on a break See <i>Down our Ways</i> at CVA for models from Westcoast Shipbuilders.
Move it!	39	Lumber	Scows, barges, and log booms on False Creek and how they were used. The waterscape.	C8, C9, C10 Various pieces of hardware (bollards etc) used to tie things up to the shore. Re-use a barge and interpret it.
Men at Work	40	Lumber	Timber! The businesses of Southeast False Creek reflected BC's resource economy – especially the importance of the lumber industry.	Look for a soundscape of lumber being cut – the scream of saws. Re-construct a Ross Carrier (cable arrangement for moving lumber)

Real Things				
Men at Work	41	Shipbuilding, Steel Fabrication	Build it! Steel fabrication and construction are a big part of the history of Southeast False Creek. Huge steel structures were fabricated here and then shipped to where they were erected.	B2, Footprint of the Canron Building H2, Canron artifacts including posts marking corners of the building Lists of bridges and other structures fabricated by Canron Canron's job books (copies held by City)
Men at Work	42	Shipbuilding, Steel Fabrication	Build it! Steel fabrication and construction are a big part of the history of Southeast False Creek. Huge steel structures were fabricated here and then shipped to where they were erected. Canron fabricated bridges and other giant structures here.	H2, Bridge Crane artifacts Photographs of the crane before it was dismantled. Photographs of Cranes in use in SEFC. (see inventory under Western Bridge heading)
Move it!	43	Lumber	Salt brought up from San Francisco was moved through building to rail tracks for shipping – connects to barge, railway, truck stories	A6, Salt Building Oral history interview with Alan Hunt of Vancouver Salt
Personal Interpretation				
All themes	44	Shipbuilding, Steel Fabrication	Programming dependent	
Interpretive Panel				
Men at Work	45	Lumber	Timber! The businesses of Southeast False Creek reflected BC's resource economy – especially the importance of the lumber industry.	Names of businesses located here Timber marks Photographs

The Railyard Neighbourhood

Media Level	Map Ref #		Story	Resource
Image and Quote				
Creating a Sustainable Neighbourhood	46	Rail, Trail & Automobile	In addition to industry, people also built homes in the area in the early twentieth century.	Photograph of home on E. 2 nd between Ontario and Quebec. Names of residents.
Move it!	47	Rail, Trail & Automobile	Moving goods across False Creek on the VWY/GN Trestle Why does the railway have a 'Y'? What is an engine house?	Photograph of the 'Y' D3, remnant of track north of 1 st between Ontario and Quebec D2, track arcing from Quebec to Ontario
Move it!	48	Rail, Trail & Automobile	Construction firms used the creek to transport bulk goods such as gravel. City Construction and Capilano Crushing were located here for many years.	F9, City Construction/Capilano Crushing Photograph of City Construction List of types of gravel eg. Navy Jack and where it came from eg. Capilano River
Creating a Sustainable Neighbourhood	49	Rail, Trail & Automobile	The City's Market was built on piers over False Creek in 1908.	F4, site of City Market Photographs
Men at Work	50	Rail, Trail & Automobile	J.A. and C.H. McDonald Cut Stone was located at the southeast end of False Creek for over 80 years.	F14 List of projects undertaken by McDonald (such as the Legislative buildings)

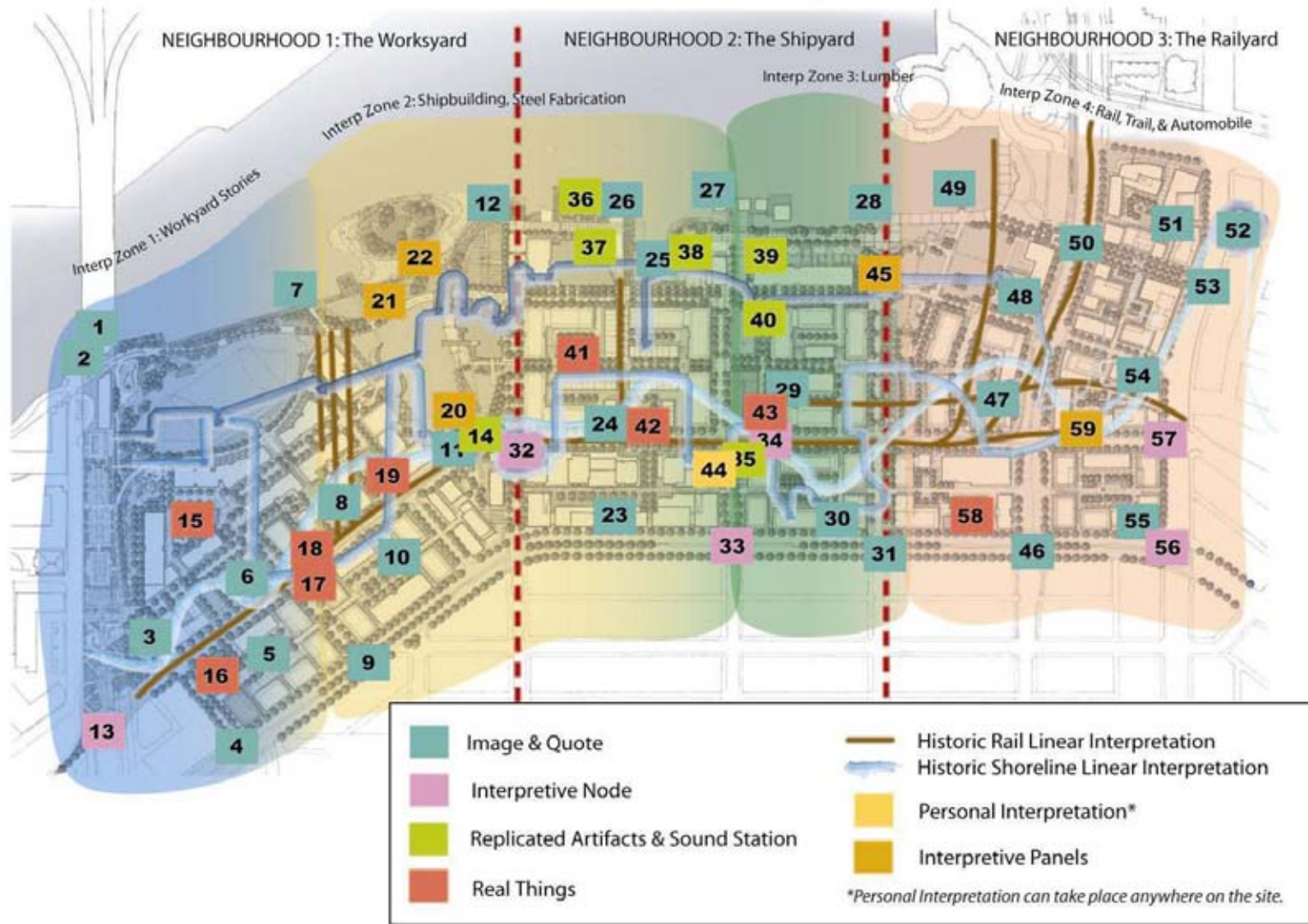
Before things changed	51	Rail, Trail & Automobile	How the bend in Main Street reflects where the water met the land.	E1, Kink in Main Street Photographs/stories – Major Matthew's version of the story Public art opportunity?
Before things changed	52	Rail, Trail & Automobile	Peninsulas projected into False Creek from north and south here making a natural crossing point. This has been a travel corridor/crossing point for a long time.	E1, Kink in Main Street Develop in consultation with First Nations. Consider introducing Salish names for the crossing point.
Move it!	53	Rail, Trail & Automobile	When fire ripped through Vancouver in 1886 many people fled across False Creek and took refuge here.	E1, Kink in Main Street Photograph of shelter Quotes from those who took refuge
Move it!	54	Rail, Trail & Automobile	Gas Stations littered this stretch of Main Street for many years; a legacy of the importance of Main Street and Kingsway as automobile important transportation corridors.	Photograph of gas station at Main and 1 st . [need to find out what corner this was on].
Men at Work	55	Rail, Trail & Automobile	Watson's Gloves – a fixture on 2 nd Avenue – making gloves for work	F13, Watson's Gloves Photographs, advertising material Slogans from advertising such as <i>'Watson's Gloves, The Wear is There'</i>

Interpretive Node				
Move it	56	Rail, Trail & Automobile	Introduction to SEFC with a focus on the rail, trail, and automobile story. The intersection of major transportation routes and modes happened here – rail, trail, and automobile all intersected, making it an excellent location for industry.	Photographs Maps showing evolution of landuse, Photographs of bridges, rail, road ...
Before things changed	57	Rail, Trail & Automobile	Where has the water gone? Story of choices made re: filling in False Creek – first with the construction of the railyards in the 'teens' and then, much later, with the construction of Quebec/Columbia Street connector	Maps and photographs
Real things				
Men at Work	58	Rail, Trail & Automobile	Opsal Steel – making things used in the logging industry. Connection to BC's forest economy.	A5, Opsal Steel Building Photographs of the building and of blocks/pulleys made there See also corporate website for interior shots.
Interpretive Panel				
Move it	59	Rail, Trail & Automobile	Welcome to the railyard neighbourhood. In the early 1900s the Vancouver, Westminster, and Yukon Railway (later called the Great Northern/Burlington Northern) had an engine house at the foot of Quebec Street. From here there was track running north, across the Creek, west to Columbia Street, and east, along the south shore of False Creek.	D3, remnant of track at foot of Quebec D2, railway right of way arcing from Ontario to Quebec D4, remnant of track east of Quebec Street Downtown Historic Railway Maps showing the tracks

Linear Interpretation

	Map Ref #		Story	Resource
Historic Rail Tracks		All Interpretive Zones	Name of rail line, dates, what shipped. Use stamp in sidewalk along the edge in the form of rail tracks (i.e. sidewalks, paths, crosswalks); use similar fonts, logos, etc. that the railway companies used. Where real rail exists, do not use stamps.	See Resource Map No. 2 showing rail lines. See Resource Inventory for list. Maps showing location of rail line Photographs of rail cars being loaded (see Western Bridge material) Logos of railway companies
Historic Shorelines		All Interpretive Zones	Continuous line of the original shoreline traced through the whole site. The other shorelines to be acknowledged where they intersect in public places using medallions that have the year. Perhaps five medallions spread out along the waterfront for each of the shorelines spots across the whole site.	E5 (original shoreline), E6 (1913), E7 (1938), E8 (1955), E9 (contemporary). See Resource Map No. 2 showing shorelines at different times Inscribe the names of plants and animals found along the shoreline in 1869 when the survey was done. Could also draw these on. Use a piece of brick from historic fill and inlay with the medallion to mark shoreline in public places

Interpretation by Media Level



C. INVENTORY OF *IN SITU* HERITAGE RESOURCES

INTRODUCTION

This document lists the *in situ* heritage resources at Southeast False Creek. It is based on field work carried out in March 2006, but draws on earlier field and historical work on the site. The resources have been broken down by type and then numbered. The following types of resources have been identified:

- A. Buildings
- B. Structures, Remnants of Structures, Foundations (Land)
- C. Structures, Remnants of Structures, Foundations (Water)
- D. Linear Features: Railway Routes and Remnants
- E. Linear Features: Location of Historical Shorelines and Remnants
- F. Historical Sites with Stories
- G. Water and Sewer Works
- H. Artifacts and Reusable Material Ideas

Most what is listed here is ‘fixed’ but there are some artifacts and re-usable materials that are not. If these are to be retained for interpretive use, then plans need to be made now to do that.

With the shoreline and railway resources, routes as well as tangible ‘remnants’ are listed.

To facilitate interpretive planning some sites of former buildings, are also listed. This latter section is not exhaustive.

Priorities that relate to interpretation have been assigned to each resource using the following criteria:

Resources were ranked using the following criteria:

- 1) Very important resource and key story in the thematic outline
- 2) Important resource and a good contributing story related to the thematic outline
- 3) Resource with a story related to the thematic outline

It is understood that not all the resources listed here will be retained.

These resources have been mapped on three maps. The maps are organized as follows:

Map 1 – Buildings, Structures, and Foundations/Water and Sewer Works

- A. Buildings
- B. Land Structures, Remnants of Structures, Foundations
- C. Water Structures, Remnants of Structures, Foundations
- G. Water and Sewer Works

Map 2 – Railways

- D. Railway Routes and Remnants

Map 3 -- Shorelines

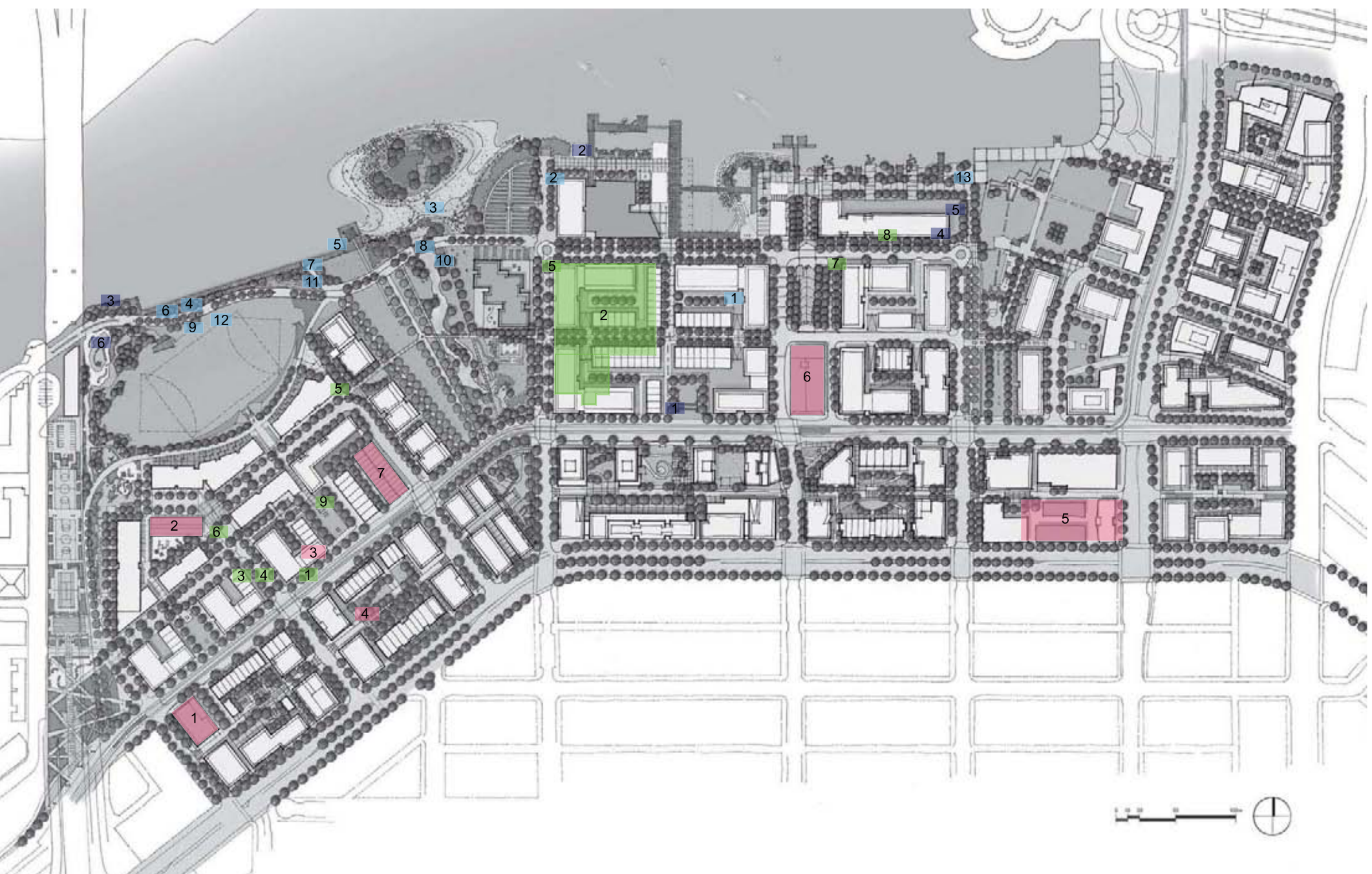
- E. Shorelines Remnants and Former Locations of Shorelines

Map 4 – Historic Sites with Stories, Artifacts (includes Canron), Other Resources

- F. Historic Story Sites (locations are generalized)
- H. Artifacts (on the map if on the site)/Reusable Materials

With a few exceptions, the re-usable materials have been recorded, but not mapped. The list of reusable materials is only a sampling. The Cambie Works Yard documentation contains further ideas for the Works Yard Neighbourhood. Some *in-situ* resources, such as the sheet metal wall and landfill may also constitute reusable materials.

Most of the images that illustrate the Inventory were taken for this project by Commonwealth Historic Resource Management Limited. They may not be used for other purposes without permission.



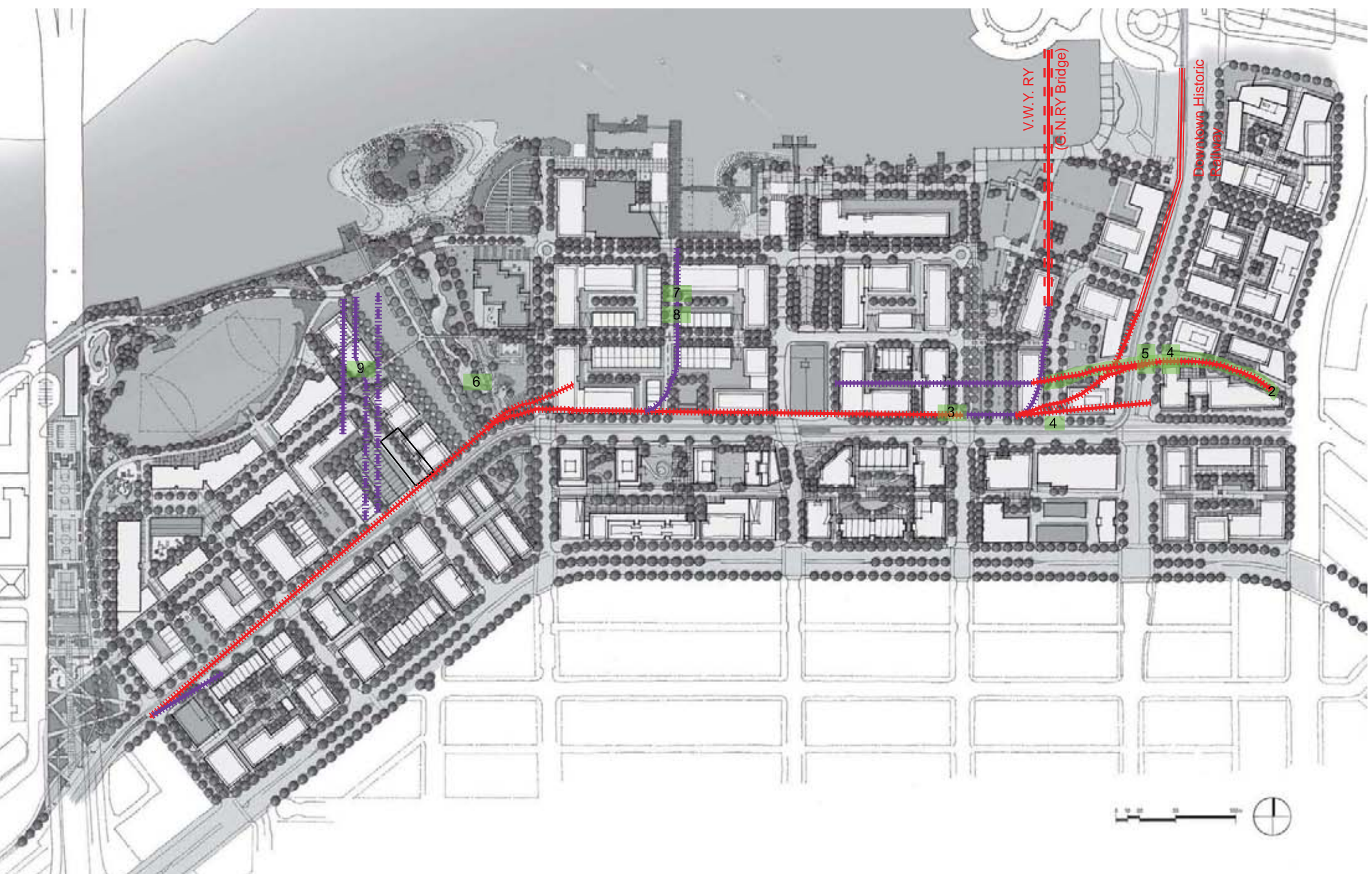
- A: Buildings**
- 1 Best Building
- 2 Central Machine Shop
- 3 Cambie Works Yard Gatehouse
- 4 Pumphouse
- 5 Opsal Steel Building
- 6 Salt Building
- 7 Wilkinson Steel Building

- B: Land Structures, Remnants and Foundations**
- 1 Cambie Works Yard Plinth
- 2 Footprint of former Canon Building
- 3 Concrete foundation of demolished Electrical Maintenance Building
- 4 Service Garage Foundation
- 5 Nova Pole Building Foundation
- 6 Foundation east of Central Machine Shop
- 7 Indy Circuit Racetrack remains
- 8 Unidentified Foundation
- 9 Foundation inside Nova Pole

- C: Water Structures, Remnants and Foundations**
- 1 Remnants of Wharf
- 2 Driven wooden piles
- 3 Slip and related piling/metal sheeting
- 4 Piling and frame
- 5 Temporary pier and adjacent slip
- 6 Bridge Footings
- 7 Sheet metal wall
- 8 Bollard
- 9 Metal Eye
- 10 Found 'Bollard'
- 11 Pile Stub
- 12 Gravel bunkers
- 13 Temporary Wharf

- G: Water and Sewer Works**
- 1 Manhole Cover 1
- 2 Sewer Outfall 1
- 3 Sewer Outfall 2
- 4 Sewer Outfall 3
- 5 Sewer Outfall 4
- 6 Manhole Cover 2





- D: Linear Features, Railways**
- 1 BCE/GN east/west lines, north side of First
 - 2 Railway ROW arcing from Ontario to Quebec - part of former GN/VWVY ROW
 - 3 Remnant of track found between Ontario and Quebec Streets
 - 4 Remnant of track found east of Quebec St.
 - 5 Ghost of railway track at Quebec St.
 - 6 4m of track
 - 7 Ghosts of track, east of Canon footprint
 - 8 Ghost of track on former Sauder site
 - 9 Ghost of track west of Wilkinson Building
 - Industrial Rail Spurs





F: Historic Story Sites

- 1** Leamy & Kyle Sawmill Site
- 2** City Incinerator, Cambie Yard
- 3** Engine House, Site VWY
- 4** City Market
- 5** VWY/GNR Trestle Across False Creek
- 6** Site of J.A. Coughlan and Sons Shipyard/ Hamilton Bridge
- 7** West Coast Shipbuilders/ Canron
- 8** Sitka Spruce/Ruskin Cedar
- 9** City Construction/Capilano Crushing
- 10** Hayes Trucks
- 11** Dominion Construction
- 12** Hume & Rumble
- 13** Watson's Gloves
- 14** McDonald's Stonecutting

H: Artifacts

- 1** Cambie Yard Signs
- 2** Cambie Yard Works Trailer
- 3** Canron Artifacts/Bridge Crane
- 4** Landfill exposed with excavation of berth
- 5** Abandoned rail dollies
- 6** Wood frame with gate
- 7** Tracks in the asphalt
- 8** Bus shelters reused in Cambie Yard
- 9** Raised vegetation area, undocumented
- 10** Fence between Nova Pole and Wilkenson Steel
- 11** Tree with metal pole
- 12** Track (could not be mapped)
- 13** Sewer grates and other metal forms (could not be mapped)
- 14** Wayfinding (could not be mapped)
- 15** Buckets (could not be mapped)
- 16** Pile of tires
- 17** Adhoc Signs
- 18** Adhoc Signs





E: Shoreline Remnants and Former locations of the Shoreline

- ① Remnant of historic shoreline - kink in Main St.
- ② Remnant of historic shoreline - bend in Second Ave between Columbia and Cook
- ③ Remnant of historic shoreline - bend in First Ave between Columbia and Cook
- ④ Minor Creek - Wylie St.
- ⑤ Original Shoreline
- ⑥ 1913 Shoreline
- ⑦ 1938 Shoreline
- ⑧ 1966 Shoreline



A. BUILDINGS



<i>Resource No.</i>	A1
<i>Description</i>	Best Building
<i>Location</i>	168 W. 1st
<i>Priority</i>	1
<i>Notes:</i>	Request further information from Heritage Planning



<i>Resource No.</i>	A2
<i>Description</i>	Central Machine Shop
<i>Location</i>	Cambie Works Yard 301 W. 1 st Avenue
<i>Priority</i>	1
<i>Notes:</i>	See Statement of Significance, 2004, Heritage Planning for further information



<i>Resource No.</i>	A3
<i>Description</i>	Cambie Works Yard Gatehouse
<i>Location</i>	Cambie Works Yard 301 W. 1 st Avenue
<i>Priority</i>	1
<i>Notes:</i>	See: Photo Documentation: Cambie Works Yard, Real Estate Services, May 2005.



<i>Resource No.</i>	A4
<i>Description</i>	Pumphouse
<i>Location</i>	Cambie Works Yard 275 W. 1 st Avenue
<i>Priority</i>	2
<i>Notes:</i>	See: Photo Documentation: Cambie Works Yard, Real Estate Services, May 2005. Not mapped.



<i>Resource No.</i>	A5
<i>Description</i>	Opsal Steel
<i>Location</i>	97 E. 2nd st Avenue
<i>Priority</i>	1
<i>Notes:</i>	Request further information from Heritage Planning.

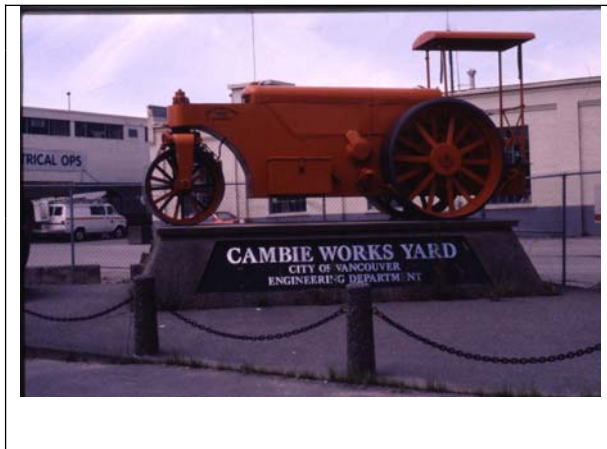


<i>Resource No.</i>	A6
<i>Description</i>	Salt Building
<i>Location</i>	85 W. 1 st Avenue
<i>Priority</i>	1
<i>Notes:</i>	See Statement of Significance, Heritage Planning for further information

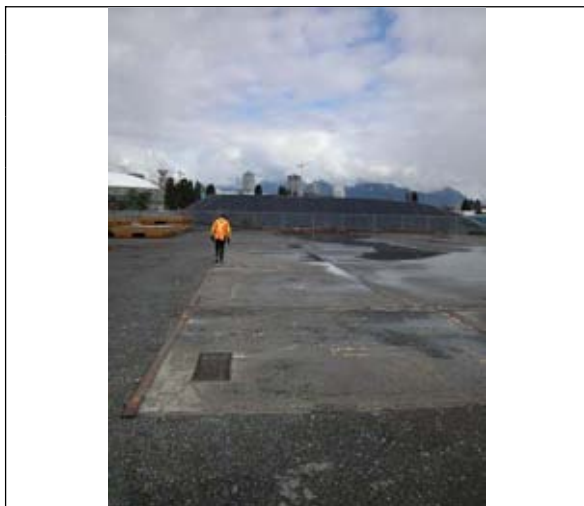


<i>Resource No.</i>	A7
<i>Description</i>	Wilkinson Steel Building
<i>Location</i>	215 W 1 st Avenue
<i>Priority</i>	1
<i>Notes:</i> See Statement of Significance, Heritage Planning for further information	

B. Structures, Remnants of Structures, Foundations (Land)



<i>Resource No.</i>	B1
<i>Description</i>	Plinth of Cambie Works Yard
<i>Location</i>	301 W. 1 st Avenue
<i>Priority</i>	1
<i>Notes:</i> See: Photo Documentation: Cambie Works Yard, Real Estate Services, May 2005. Engine is no longer in place.	



<i>Resource No.</i>	B2
<i>Description</i>	Footprint/Foundation of former Canron Building
<i>Priority</i>	1
<i>Notes:</i> Corners of building to be marked using salvaged posts.	



<i>Description</i>	Concrete foundation of the demolished Electrical Maintenance Building at Cambie Works Yard
<i>Priority</i>	3
<i>Notes:</i>	



<i>Resource No.</i>	B4
<i>Description</i>	Foundation, Service Garage, Cambie Works Yard
<i>Priority</i>	3
<i>Notes:</i>	



<i>Resource No.</i>	B5
<i>Description</i>	Foundation, Nova Pole Building
<i>Priority</i>	3
<i>Notes:</i>	



<i>Resource No.</i>	B6
<i>Description</i>	Foundation, east of Central Machine Shop, Cambie Works Yard
<i>Priority</i>	3
<i>Notes:</i>	



<i>Resource No.</i>	B7
<i>Description</i>	Indy Circuit Racetrack remains
<i>Priority</i>	2
<i>Notes:</i>	



<i>Resource No.</i>	B8
<i>Description</i>	Unidentified Foundation
<i>Priority:</i>	?
<i>Notes:</i>	



<i>Resource No.</i>	B9
<i>Description</i>	Foundation inside Nova Pole
<i>Priority:</i>	3
<i>Notes:</i>	

C. Water Structures, Remnants of Structures, Foundations



<i>Resource No.</i>	C1
<i>Description</i>	Remains of wharf (pilings and scow berth)
<i>Location</i>	East of Sauder Lumber Co. site 145/135 W. 1 st Avenue
<i>Priority</i>	1
<i>Notes:</i> This is being re-excavated.	



<i>Resource No.</i>	C2
<i>Description</i>	Driven wood piles
<i>Priority</i>	2
<i>Notes:</i>	



<i>Resource No.</i>	C3
<i>Description</i>	Slip and related piling/metal sheeting
<i>Priority</i>	2
<i>Notes:</i>	



<i>Resource No.</i>	C4
<i>Description</i>	Piling and frame n. of Cambie Yard
<i>Priority</i>	2
<i>Notes:</i> Is this associated with the gravel bunkers that were here and the aggregate storage areas the City had?	



<i>Resource No.</i>	C5
<i>Description</i>	Temporary pier, adjacent slip
<i>Priority</i>	2
<i>Notes:</i>	



<i>Resource No.</i>	C6
<i>Description</i>	Bridge footings of historic bridge over SEFC
<i>Priority:</i>	1
<i>Notes:</i> Footings of the Connaught Bridge?	



<i>Resource No.</i>	C7
<i>Description</i>	Sheet Metal Wall
<i>Priority:</i>	2
<i>Notes:</i>	



<i>Resource No.</i>	C8
<i>Description</i>	Bollard
<i>Priority:</i>	1
<i>Notes:</i> Could be salvaged and re-used and/or used as prototype for new bollards.	



<i>Resource No.</i>	C9
<i>Description</i>	Metal Eye
<i>Priority:</i>	1
<i>Notes:</i> Could be salvaged and re-used and/or used as proto type.	



<i>Resource No.</i>	C10
<i>Description</i>	Found 'Bollard'
<i>Priority:</i>	1
<i>Notes:</i> Example of one of many 'home-made' things found at SEFC. More of the same can be found in the photo documentation of the Cambie Yard (see list of reports) and in the consultant's photo files for the site in general.	



<i>Resource No.</i>	C11
<i>Description</i>	Pile stub
<i>Priority:</i>	3
<i>Notes:</i>	



<i>Resource No.</i>	C12
<i>Description</i>	Gravel bunkers (planted)
<i>Priority:</i>	2
<i>Notes:</i> Maps from 1955 show Cambie Yard gravel bunkers in this location.	



<i>Resource No.</i>	C13
<i>Description</i>	Temporary wharf at foot of Ontario
<i>Priority:</i>	1
<i>Notes:</i>	

D. Linear Features: Railway



<i>Resource No.</i>	D1
<i>Description</i>	BCE/GN east/west lines, north side of First
<i>Priority:</i>	1 (will be removed)
<i>Notes:</i> BCE Electric leased the 'South Shore' line from the CPR. Its track ended at about Columbia. The Great Northern (Vancouver, Westminister, and Yukon extended from Main Street east to about Columbia).	
The Downtown Historic Railway uses parts of the historic ROWs.	



<i>Resource No.</i>	D2
<i>Description</i>	Railway ROW arcing from Ontario to Quebec – part of the former GN/VWY ROW
<i>Priority:</i>	1
<i>Notes:</i> This is a sub-set of D1 above. The arc of the track is a distinct feature of the VWY/GN ROW. It is associated with the engine house site located at the foot of Quebec.	



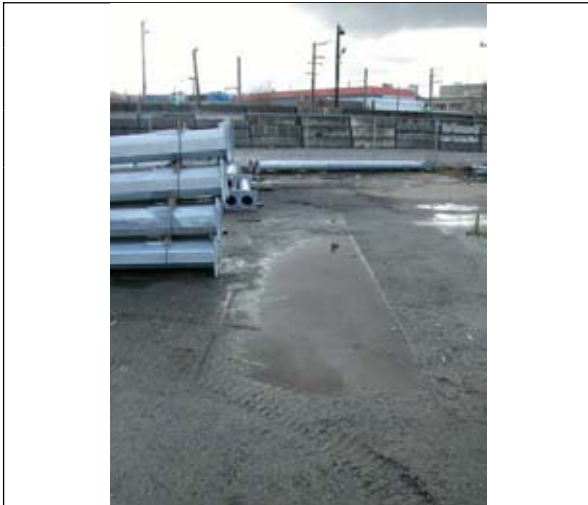
<i>Resource No.</i>	D3
<i>Description</i>	Remnant of track found between Ontario and Quebec Streets, ca. 5m
<i>Priority:</i>	1
<i>Notes:</i> Maybe associated with VWY Engine House which was located near here.	



<i>Resource No.</i>	D4
<i>Description</i>	Remnant of track found east of Quebec Street
<i>Priority:</i>	1
<i>Notes:</i> Part of the former GN/VWY ROW that extended east of Main/west to about Columbia. Originally this part of the track ran across a trestle over the shallow waters of False Creek.	



<i>Resource No.</i>	D5
<i>Description</i>	Ghost of railway track at Quebec Street
<i>Priority:</i>	2
<i>Notes:</i> The ghosts of the former GN/VWY tracks can be seen in the asphalt of Quebec Street.	



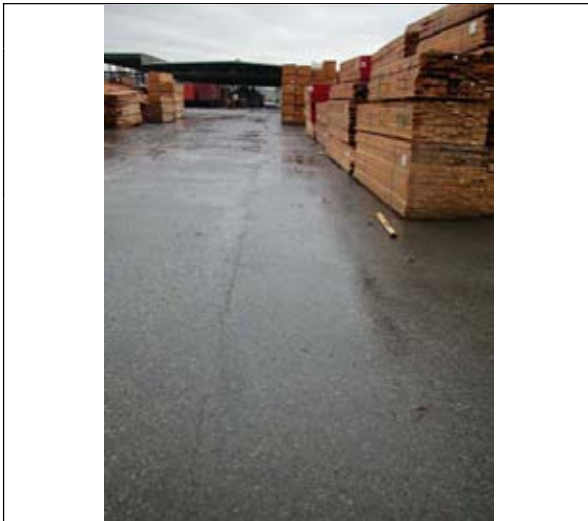
<i>Resource No.</i>	D6
<i>Description</i>	4m of track, southeast of Nova Pole
<i>Priority:</i>	1
<i>Notes:</i> This track is associated with the steel fabricators and shipyard operations in this area of the site. It may have been part of a gantry crane.	



<i>Resource No.</i>	D7
<i>Description</i>	Ghost of track, east of Carron footprint
<i>Priority:</i>	2
<i>Notes:</i> This ghost is likely part of the railway siding that extended from First Avenue to the water. See D10 below.	



<i>Resource No.</i>	D8
<i>Description</i>	Ghost of track, due south of current excavations (former Sauder site)
<i>Priority:</i>	2
<i>Notes:</i> See D7 above	



<i>Resource No.</i>	D9
<i>Description</i>	Ghost track, west of Wilkinson Steel, on Modern Terminal property
<i>Priority:</i>	2
<i>Notes:</i> This ghost is associated with a railway siding on the Dominion Bridge property. See D10 below.	

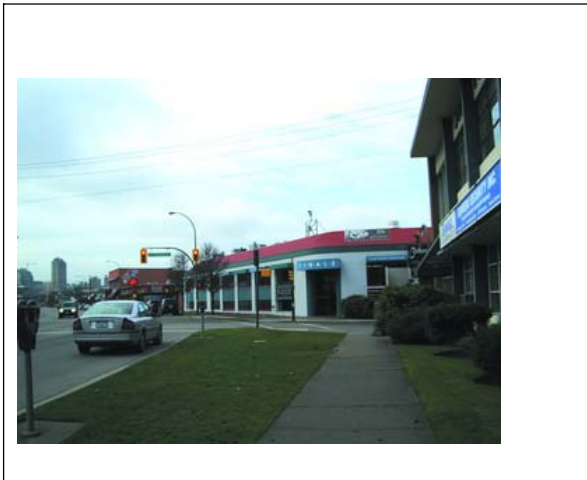


<i>Resource No.</i>	D10
<i>Description</i>	Two Railway Sidings, north of First Avenue
<i>Priority:</i>	1
There were two major sidings on the north side of First Avenue. The first was on the Dominion Bridge Property, the second on the Canron/Hamilton/Western Bridge property. Ghosts of both have been identified (see D7,8, and 9). Track from the Canron siding has been salvaged (see H). The image shown is of the Canron Track in place in 2004-5.	

E. Linear Features: Shoreline Remnants and Former Locations of the Shoreline



<i>Resource No.</i>	E1
<i>Description</i>	Remnant of historic shoreline – kink in Main Street
<i>Location</i>	Main Street, between 1 st and Terminal.
<i>Priority:</i>	1
<i>Notes:</i>	



<i>Resource No.</i>	E2
<i>Description</i>	Remnant of historic shoreline – bend in 2 nd Avenue between Columbia and Cook
<i>Priority:</i>	1
<i>Notes:</i>	



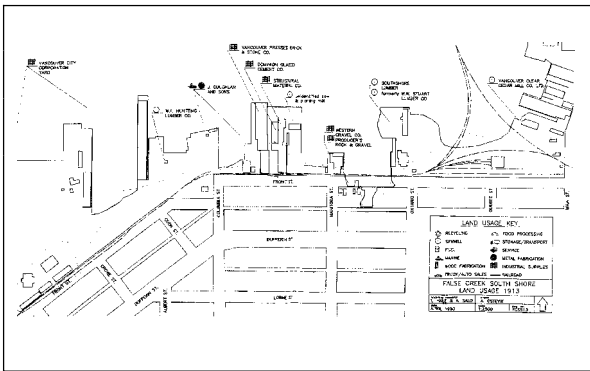
<i>Resource No.</i>	E3
<i>Description</i>	Remnant of historic shoreline – bend in 1 st Avenue between Columbia and Cook
<i>Priority:</i>	1
<i>Notes:</i>	

****NO IMAGES LOCATED****

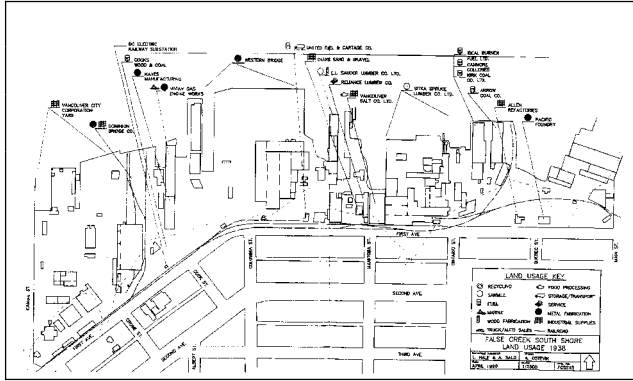
<i>Resource No.</i>	E4
<i>Description</i>	Minor Creek – Wylie Street
<i>Priority:</i>	2
<i>Notes:</i>	



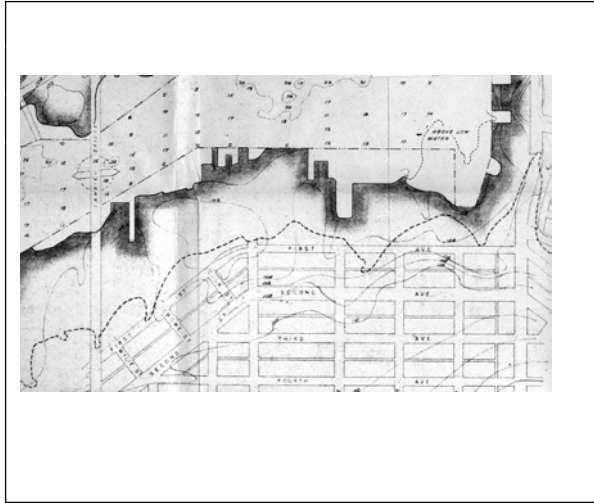
<i>Resource No.</i>	E5
<i>Description</i>	Original (pre-contact) Shoreline
<i>Priority:</i>	1
<i>Notes:</i>	<i>The dotted line indicates the original or 'as-found' shoreline of the mid to late 19th century.</i>



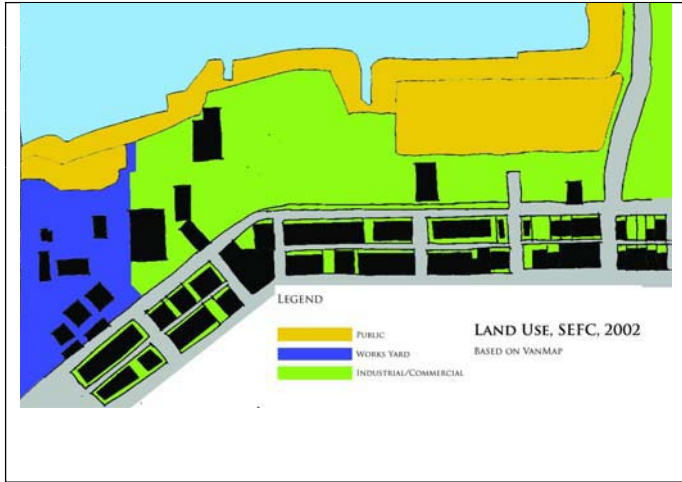
<i>Resource No.</i>	E6
<i>Description</i>	Shoreline, 1913
<i>Priority:</i>	2
<i>Notes:</i>	



<i>Resource No.</i>	E7
<i>Description</i>	Shoreline, c. 1938
<i>Priority:</i>	1
<i>Notes:</i>	



<i>Resource No.</i>	E8
<i>Description</i>	Shoreline, c. 1955
<i>Priority:</i>	2
<i>Notes:</i>	



<i>Resource No.</i>	E9
<i>Description</i>	'Finished' Shoreline, 2002
<i>Priority:</i>	1
<i>Notes:</i>	This represents 2002. The shoreline will likely change again.

F. Historic Sites (former sites of buildings or structures of note or those with associated stories where the building is not of value)

Notes: this list is not exhaustive. See image inventory for images.

See image inventory (Section D) for photo

<i>Resource No.</i>	F1
<i>Description</i>	Leamy and Kyle Sawmill Site
<i>Priority:</i>	1
<i>Notes:</i> First sawmill in Southeast False Creek. See image inventory.	

See image inventory for photo

<i>Resource No.</i>	F2
<i>Description</i>	City Incinerator, Cambie Yard
<i>Priority:</i>	2
<i>Notes:</i> Part of the Cambie Yard until the early 1960s. Chimney was a civic landmark. See image inventory.	
Note: image shown here is detail from aerial shot. CVA may have better images.	

****NO IMAGES LOCATED****

<i>Resource No.</i>	F3
<i>Description</i>	Engine House, VWY
<i>Priority:</i>	1
<i>Notes:</i>	

See image inventory for photo.

<i>Resource No.</i>	F4
<i>Description</i>	City Market
<i>Priority:</i>	2
<i>Notes:</i> Market was located on Main Street, south side of False Creek, over the water. Built in 1908. Closed in the 1920s. Civic landmark at the time.	
See image inventory.	

See image inventory for photo.

<i>Resource No.</i>	F5
<i>Description</i>	VWY/GNR Trestle across False Creek
<i>Priority:</i>	1
<i>Notes:</i> Trestle ran across the Creek in an alignment just west of Quebec Street alignment. GNR Yards were on north side of False Creek, south of Pender. Trestle was a landmark and visual boundary.	
See image inventory for photo reference.	

See image inventory for photo.

<i>Resource No.</i>	F6
<i>Description</i>	Site of J.A. Coughlan and Sons Shipyard/Hamilton Bridge
<i>Priority:</i>	2
<i>Notes:</i> Located roughly at the foot of Columbia Street. Coughlan built ships here during World War I. Part of extensive steel fabrication industry in SEFC.	
See image inventory for photo reference.	

See image inventory for photo.

<i>Resource No.</i>	F7
<i>Description</i>	Westcoast Shipbuilders/Canron
<i>Priority:</i>	1
<i>Notes:</i> Westcoast Shipbuilders, Hamilton/Western Bridge, Canron site. Extensive complex of buildings and ship's berths/drydocks. See image inventory for photo reference.	

See image inventory for photo.

<i>Resource No.</i>	F8
<i>Description</i>	Sitka Spruce/Ruskin Cedar
<i>Priority:</i>	2
<i>Notes:</i> Located east of the Salt Building. See image inventory for photo reference.	

See image inventory for photo.

<i>Resource No.</i>	F9
<i>Description</i>	City Construction/Capilano Crushing
<i>Priority:</i>	2
<i>Notes:</i> Located on the north side of First at the foot of Quebec Street.	



<i>Resource No.</i>	F10
<i>Description</i>	Hayes Trucks
<i>Location</i>	231 West 2 nd Avenue
<i>Priority:</i>	1
<i>Notes:</i> Hayes built trucks and other kinds of vehicles.	



<i>Resource No.</i>	F11
<i>Description</i>	Dominion Construction
<i>Location</i>	140 West 1 st Avenue
<i>Priority:</i>	2
<i>Notes:</i> Major contractor in Vancouver for many years.	
Image from Private Lands SOS. See image inventory for image of buildings under construction.	



<i>Resource No.</i>	F12
<i>Description</i>	Hume and Rumble
<i>Location</i>	15 East 2 nd Avenue
<i>Priority:</i>	1
<i>Notes:</i> Building is associated with Hume and Rumble contractors. Fred Hume was Mayor of Vancouver. Also associated with the Vancouver Canucks.	
Image from Private Lands SOS.	



<i>Resource No.</i>	F13
<i>Description</i>	Watson's Gloves
<i>Location</i>	127 East 2 nd Avenue
<i>Priority:</i>	1
<p><i>Notes:</i> Watson's has been making gloves at this site since 1918. See corporate website and image inventory for more images.</p> <p>Image from Private Lands SOS.</p>	

****NO IMAGES LOCATED****

<i>Resource No.</i>	F14
<i>Description</i>	McDonald Cut Stone
<i>Location</i>	1531 Main Street
<i>Priority:</i>	2
<p><i>Notes:</i> Business had very long association with the site. Stone cut here used in legislative buildings in Victoria.</p>	

G. Water and Sewer Works



<i>Resource No.</i>	G1
<i>Description</i>	Manhole Cover No. 2
<i>Priority:</i>	3
<p><i>Notes:</i> Sewers and the stink of them is part of the history of False Creek.</p> <p>See image inventory for map of sewer outfalls.</p> <p>The various patterning on the covers is of some interest.</p>	



<i>Resource No.</i>	G2
<i>Description</i>	Sewer outfall No. 1
<i>Priority:</i>	2
<p><i>Notes:</i> The sewer pipe is visible beneath the water.</p> <p>Note: See image inventory for a map of sewer outfalls.</p>	



<i>Resource No.</i>	G3
<i>Description</i>	Sewer outfall No. 2
<i>Priority:</i>	2
<p><i>Notes:</i> On a rainy day the storm runoff is visible as it mixes with the Creek water.</p> <p>Sewers and their runoff is part of the False Creek Story.</p> <p>Note: See image inventory for a map of sewer outfalls.</p>	



<i>Resource No.</i>	G4
<i>Description</i>	Sewer outfall No.3
<i>Priority:</i>	3
<p><i>Notes:</i> See image inventory for a map of sewer outfalls</p>	



<i>Resource No.</i>	G5
<i>Description</i>	Sewer outfall No. 4
<i>Priority:</i>	3
<i>Notes:</i> See image inventory for a map of sewer outfalls	



<i>Resource No.</i>	G6
<i>Description</i>	Manhole Cover No. 3
<i>Priority:</i>	3
<i>Notes:</i>	

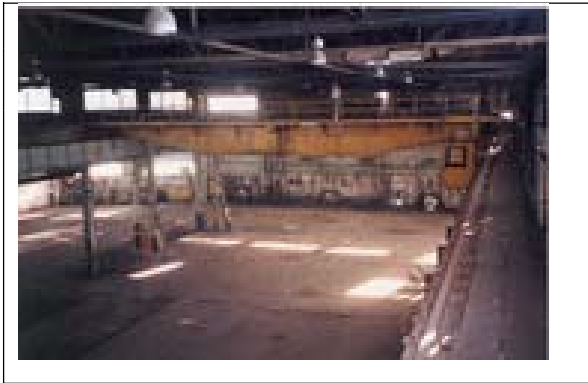
H. Artifacts and Reusable Material Ideas



<i>Resource No.</i>	H1
<i>Description</i>	Cambie Yard - Signs
<i>Priority:</i>	1
<i>Notes:</i> See documentation of Cambie Yard for more complete record of signs found at the Yard. There is also an excellent photograph of a poster about safety and signs and the role of the City in making signs to keep the city safe.	



<i>Resource No.</i>	H2
<i>Description</i>	Cambie Yard – Works Trailer
<i>Priority:</i>	3
<i>Notes:</i> The trailer is currently parked behind the plinth. Its history is not known.	



<i>Resource No.</i>	H3
<i>Description</i>	Canron Artifacts/Bridge Crane
<i>Priority:</i>	1
<i>Notes:</i> See report on the Canron Artifacts for more information. Mapped location is proposed location.	



<i>Resource No.</i>	H4
<i>Description</i>	Landfill exposed with excavation of berth
<i>Priority:</i>	3
<i>Notes:</i> If appropriate this material could be reused on the site. It represents an important part of the history of the place.	



<i>Resource No.</i>	H5
<i>Description</i>	Abandoned rail dollies
<i>Priority:</i>	2
<i>Notes:</i> Could be re-used on the site. Requires clarification of ownership.	



<i>Resource No.</i>	H6
<i>Description</i>	Wood frame with gate
<i>Location</i>	between Cambie Works Yard and Modern Terminals
<i>Priority:</i>	3
<i>Notes:</i>	



<i>Resource No.</i>	H7
<i>Description</i>	Tracks in the asphalt
<i>Priority:</i>	3
<i>Notes:</i>	



<i>Resource No.</i>	H8
<i>Description</i>	Bus shelters – re-used in the Cambie Works Yard
<i>Priority:</i>	3
<i>Notes:</i> Bus shelters and other adhoc arrangements are found scattered throughout the site. These were likely used for smoke breaks.	



<i>Resource No.</i>	H9
<i>Description</i>	Raised vegetation area, undocumented
<i>Priority:</i>	3
<i>Notes:</i> Do not know what this might relate to.	



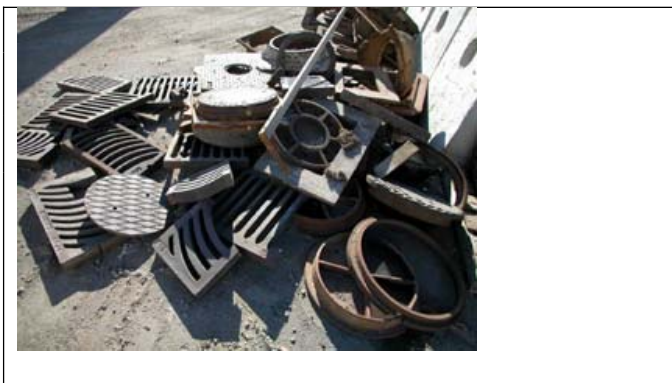
<i>Resource No.</i>	H10
<i>Description</i>	Fence, between Nova Pole and Wilkinson Steel
<i>Priority:</i>	3
<i>Notes:</i> Example of the kind of fencing used to demarcate property lines.	



<i>Resource No.</i>	H11
<i>Description</i>	Tree with metal pole
<i>Priority:</i>	2
<i>Notes:</i> Nature meets steel. Very SEFC.	



<i>Resource No.</i>	H12
<i>Description</i>	Track
<i>Priority:</i>	
<i>Notes:</i> Track removed from Cannon Railway siding. See D10.	
Not mapped.	



<i>Resource No.</i>	H13
<i>Description</i>	Sewer grates and other metal forms
<i>Priority:</i>	3
Not mapped.	



<i>Resource No.</i>	H14
<i>Description</i>	Wayfinding
<i>Priority:</i>	3
Notes: Formal sign Not mapped.	



<i>Resource No.</i>	H15
<i>Description</i>	Buckets
<i>Priority:</i>	3
Notes: Cambie Yard Not mapped.	



<i>Resource No.</i>	H16
<i>Description</i>	Pile of Tires
<i>Priority:</i>	3
Notes: There are also very large tires suspended from the sheet metal wall. Not mapped.	



<i>Resource No.</i>	H17
<i>Description</i>	Adhoc Signs
<i>Priority:</i>	3
Notes: Nova Pole	



<i>Resource No.</i>	H18
<i>Description</i>	Adhoc Signs
<i>Priority:</i>	3
Notes: Part of the industrial landscape. Wilkinson Steel.	

D. HISTORICAL IMAGES

This inventory of historical images has been assembled by combining a number of sources. Most are drawn from the collections of the Vancouver Public Library (VPL) and the City of Vancouver Archives (CVA), using their on-line databases. Sources are indicated in headings and in individual records.

Most of the thumbnail images are taken from the on-line databases. **Better versions of these images can be seen by searching the actual database, using the terms in the descriptions provided.** These images are provided for research and reference only. **For any other use, a print and permission must be obtained from VPL or CVA.**

In a few instances records have been pasted in without images; this is because the descriptions are posted on-line but the images are not. These images, including outstanding panoramas, can be viewed at the Library or Archives.

Additional photographs may be located by searching the on-site collections at both VPL and CVA. The on-line databases represent only a fraction of the holdings of these two institutions. The on-site collections have been searched for the private lands, but not for the foreshore lands.

Private collections of individuals and companies may hold additional photographs. Likewise, the National Archives of Canada (for war work) may be another source, although a cursory search turned up very little.

These images are organized into the following categories:

- Maps
- Views
- Bridges
- Businesses – various
- Cambie Works Yard
- City Market
- Hayes Manufacturing
- J.A. Coughlan and Sons
- Logbooms and waterscapes
- Murphy's Stationary
- Opsal Steel
- Other
- Western Bridge
- Western Canada Shipyards
- Westcoast Shipbuilders
- Watson's Gloves

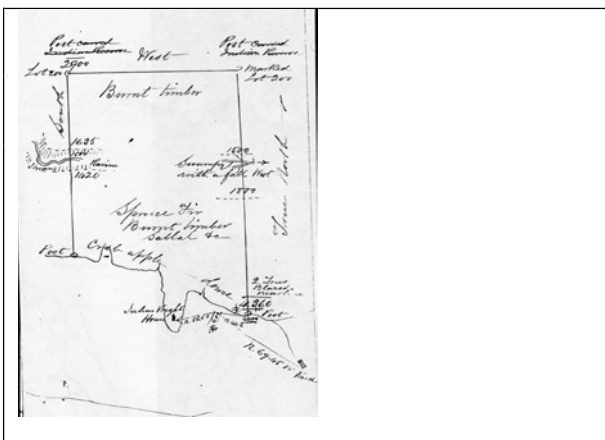
MAPS



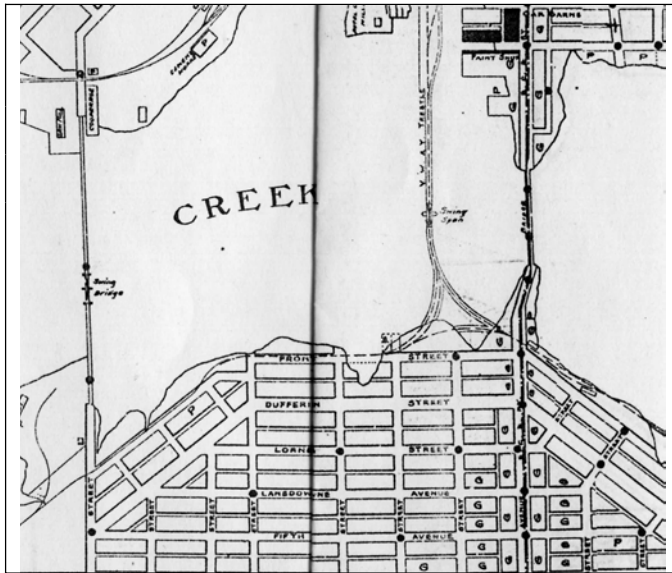
<i>Description</i>	City of Vancouver Archives Occasional Paper No. 3 (Vancouver: City of Vancouver Archives)
<i>Source</i>	City of Vancouver Archives Occasional Paper No. 3 (Vancouver: City of Vancouver Archives)
<i>Location</i>	False Creek
<i>Notes:</i>	



<i>Description</i>	False Creek
<i>Source</i>	City of Vancouver Archives Occasional Paper No. 3 (Vancouver: City of Vancouver Archives)
<i>Location</i>	False Creek
<i>Notes:</i>	



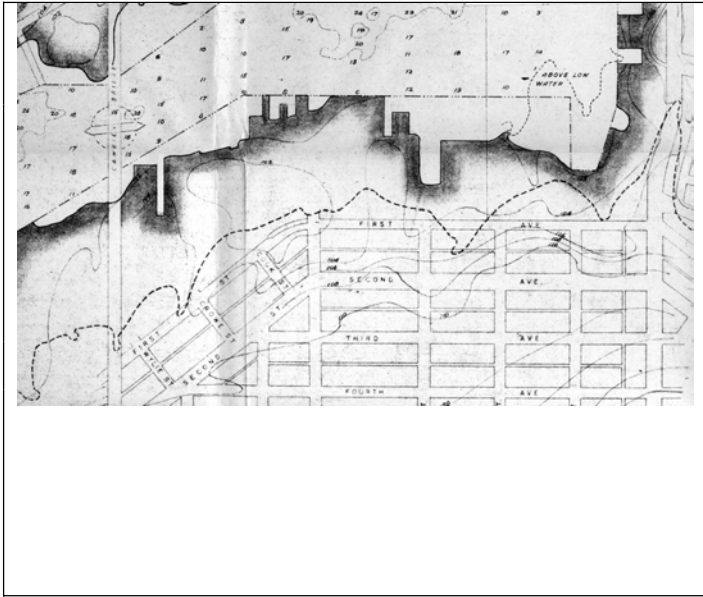
<i>Description</i>	D.L. 200 A, False Creek, 1869.
<i>Source</i>	BC. Crown Land Surveys. Field Book sketch
<i>Location</i>	Commonwealth research files/ BC, Crown Land Surveys
<i>Notes:</i>	



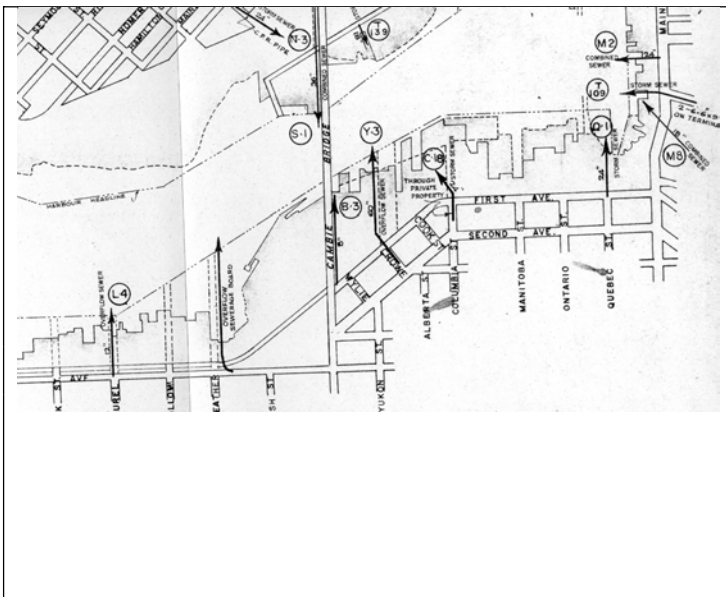
<i>Description</i>	Detail from map showing SEFC in 1905.
<i>Source</i>	CVA, Map 55
<i>Location</i>	False Creek
<i>Notes:</i>	



<i>Description</i>	SEFC in 1955
<i>Source</i>	CVA, Plan Books
<i>Location</i>	
<i>Notes:</i> shows legal boundaries, leases, shorelines.	

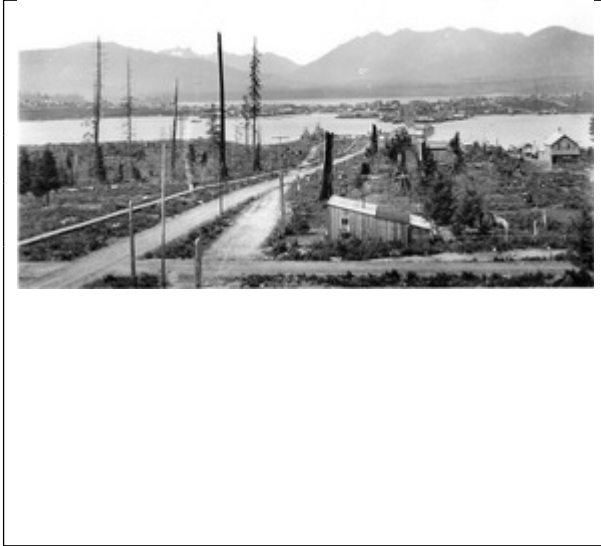


<i>Description</i>	Contours and shorelines, SEFC in 1955
<i>Source</i>	False Creek: A Report to the Mayor and City Council, Vancouver, BC, Prepared by E.L. Cousins and City Engineer, 1955.
<i>Location</i>	VPL/UBC



<i>Description</i>	Sewer Outfalls in SEFC in 1955
<i>Source</i>	False Creek: A Report to the Mayor and City Council, Vancouver, BC, Prepared by E.L. Cousins and City Engineer, 1955.
<i>Location</i>	VPL/UBC

VIEWS



<i>Description</i>	Looking north along Westminster Avenue (Main Street) toward False Creek, 1889.
<i>Source</i>	CVA Van. Sc. P147. N82
<i>Location (if relevant)</i>	Main Street
<i>Notes:</i>	



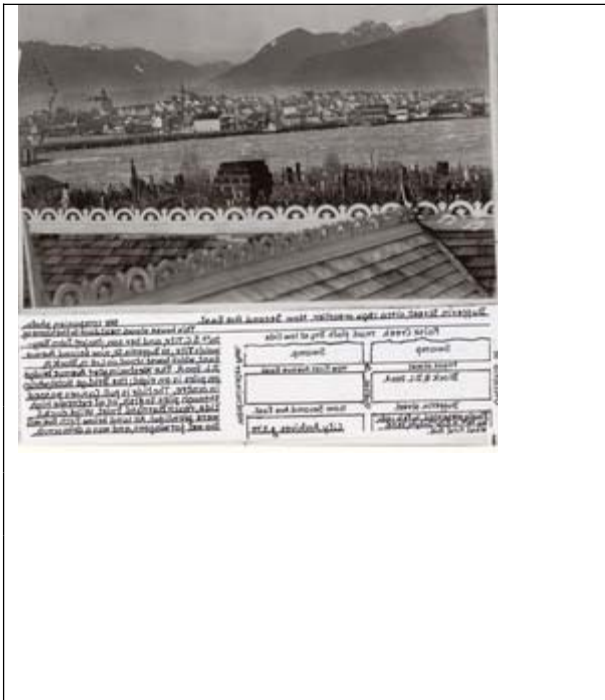
<i>Description:</i> Log booms and sawmill, likely west of Cambie Street, False Creek, 1912. Stuart Thomson	
<i>Source</i>	CVA 99-325.
<i>Location</i>	False Creek
<i>Notes:</i>	



<i>Description</i>	Aerial photograph of the western end of the study area and False Creek more generally in 1942.
<i>Source</i>	CVA Air P26.
<i>Location</i>	West of Cambie Street
<i>Notes:</i>	



<i>Description</i>	Looking south along Westminister Avenue (Main Street) from False Creek in 1890. Note the way the road shifts west at the end of the bridge. Bailey and Neelands.
<i>Source</i>	CVA Str P247 N154.
<i>Location</i>	Main Street
<i>Notes:</i>	



<i>Description</i>	The view north from Dufferin Street in the 1890s. Note the scrub along the shoreline in the foreground. The bridge along the Main Street alignment is on the right side of the photograph. City of Vancouver Archives (CVA) Bu P677.2 N560.2
<i>Source</i>	CVA Bu P677.2 N560.2
<i>Location</i>	Looking north from 2 nd Avenue near Main Street
<i>Notes:</i>	



<i>Description</i>	[View of False Creek looking north showing Connaught (Cambie Street) Bridge], [ca. 1911]
<i>Source</i>	CVA 7-231
<i>Location</i>	View of SEFC from Fairview
<i>Notes:</i>	

PANORAMAS – IMAGES NOT ON-LINE -- REVIEW IMAGES AT ARCHIVES

REF. #
PAN N149A

CVA
TITLE: [View of King and Jardine sawmill at First and Ontario, False Creek]
DATE: [ca. 1924]
EXTENT: 1 photograph: nitrate negative; 20 x 117 cm
SCOPE AND CONTENT: Photograph also shows docks, house boats, buildings and the GNR Trestle bridge in the background.
PART OF FONDS: Major Matthews' collection
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Sawmills/Piers, docks and wharves/Houseboats/Bridges
PHOTOGRAPHER/STUDIO: Moore, W.J.
ORDERING NOTE: Panorama copy print order length is 4 feet long

REF. #
PAN N149B

CVA
TITLE: [View of King and Jardine Sawmill at First and Ontario, False Creek]
DATE: [ca. 1924]
EXTENT: 1 photograph: nitrate negative; 20 x 96 cm
SCOPE AND CONTENT: Photograph also shows docks, barges and logbooms.
PART OF FONDS: Major Matthews' collection
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Sawmills/Piers, docks and wharves/Barges/Logging
PHOTOGRAPHER/STUDIO: Moore, W.J.
ORDERING NOTE: Panorama copy print order length is 4 feet long

REF. #
PAN N158

CVA

TITLE: [View of the reclamation of False Creek Flats showing the reconstruction of Main Street at the Bascule Bridge]

DATE: 30 June 1921

EXTENT: 1 photograph: nitrate negative; 20 x 130 cm

SCOPE AND CONTENT: Photograph also shows the CN Freight shed, (temporary) Evangelistic Tabernacle, City Market building, the Globe and Ivanhoe Hotels and the swing span of the G.N.R. Trestle Bridge.

PART OF FONDS: Major Matthews' collection

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Bridges/False Creek (Vancouver, B.C.)/Markets/Road construction/Churches/Commercial buildings/Hotels, taverns, etc.

PHOTOGRAPHER/STUDIO: Moore, W.J.

ORDERING NOTE: Panorama copy print order length is 5 feet long

BRIDGES



<i>Description</i>	Accident, Grayline tour bus on Connaught Bridge, 1 Sept. 1929
<i>Source:</i>	CVA 99-1888
<i>Location:</i>	Connaught Bridge (Cambie Bridge)
<i>Notes:</i> Do not know if accident occurred at north or south end of bridge.	



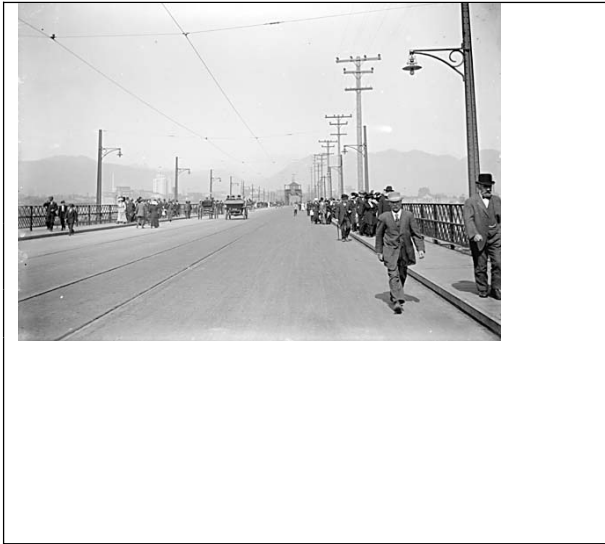
<i>Description</i>	Accident, Grayline tour bus on Connaught Bridge, 1 Sept. 1929
<i>Source</i>	CVA 99-1890
<i>Location</i>	Connaught Bridge (Cambie Bridge)
<i>Notes:</i> Do not know if accident occurred at north or south end of bridge.	



<i>Description:</i>	[Lumber piled near portion of Connaught Bridge (Cambie Street Bridge), damaged by fire], [1915]
<i>Source:</i>	SGN 996.3 (Old photo #: Br P16.3N88.3)
<i>Location:</i>	Cambie Bridge
<i>Notes:</i> North or south end of bridge?	



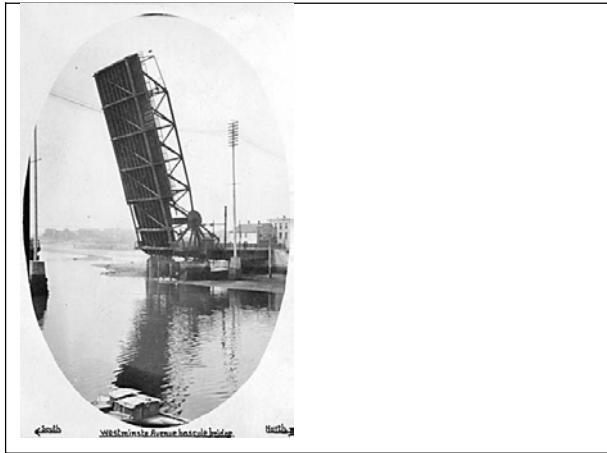
<i>Description:</i>	[Portion of fire damaged section of Connaught Bridge (Cambie Street Bridge), collapsed into False Creek], [1915]
<i>Source:</i>	CVA SGN 996.4 (Old photo #: Br P16.1N88.1)
<i>Notes:</i> Cambie Bridge. North or south end of bridge?	



<i>Description</i>	[Pedestrians and carriages on Connaught Bridge (Cambie Street Bridge), soon after official opening], [20 Sept. 1912]
<i>Source</i>	SGN 1545 (Old photo #: Br P37N92 Br P69N56)
<i>Location</i>	Cambie Bridge, looking north
<i>Notes:</i>	



<i>Description</i>	(Old photo #: Br P16.1N88.1) [Portion of fire damaged section of Connaught Bridge (Cambie Street Bridge), collapsed into False Creek], [1915]
<i>Source</i>	CVA, SGN 996.4
<i>Location</i>	Cambie Bridge
<i>Notes:</i>	



<i>Description</i>	(Old photo #: Br N44) [Open span of Westminster Avenue bascule bridge], [ca. 1909]
<i>Source</i>	CVA Br P54.1
<i>Location</i>	Main Street



<i>Description</i>	(Old photo #: Br N44) [Westminster Avenue bascule bridge], [ca. 1909]
<i>Source</i>	CVA Br P54.2
<i>Location</i>	Main Street
<i>Notes:</i>	

BUSINESSES – VARIOUS



<i>Description</i>	Leamy and Kyle Sawmill
<i>Source</i>	1889 City Directory
<i>Location</i>	CVA
<i>Notes:</i>	



<i>Description</i>	Home Gas Service Station, 1 ST and Main, 1929. Leonard Frank.
<i>Source</i>	Vancouver Public Library (VPL) 11961.
<i>Location</i>	1 st and Main
<i>Notes:</i>	



<i>Description</i>	Sieberling Tires, 125 W. 2 nd Avenue, 1951.
<i>Source</i>	Dominion photo. VPL 28615.
<i>Location</i>	125 W. 2 nd Avenue
<i>Notes:</i>	



<i>Description</i>	Mid-West Equipment Limited, 205 W. 2 nd Avenue, 1948. Dominion photo. VPL 27587.
<i>Source</i>	VPL 27587.
<i>Location</i>	205 W. 2 nd Avenue
<i>Notes:</i>	



<i>Description</i>	City Construction Company, E 1 st Avenue between Main and Ontario, 1945. Leonard Frank.
<i>Source</i>	VPL 15876.
<i>Location</i>	E 1 st Avenue between Main and Ontario
<i>Notes:</i>	



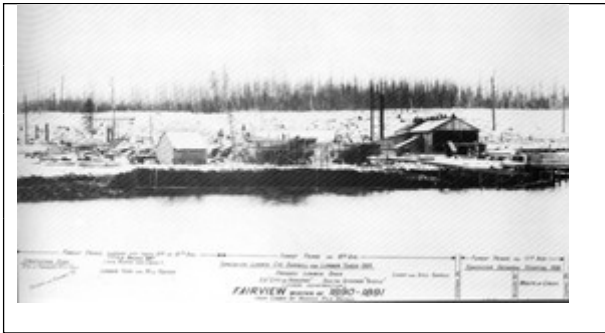
<i>Description</i>	Bissinger and Company, Hides, Wool, and Pelts, 365 W. 2 nd Avenue, 1936. Leonard Frank.
<i>Source</i>	VPL 10899.
<i>Location</i>	365 W. 2 nd Avenue
<i>Notes:</i>	



<i>Description</i>	Canadian Telephone Co, 1 st and Wylie, c. 1915. Leonard Frank.
<i>Source</i>	CVA 17-19.
<i>Location</i>	1 st and Wylie
<i>Notes:</i>	BC Tel



<i>Description</i>	Exterior of Gurney Cab Company, southwest corner of Westminster Avenue (Main Street) and Front Street (1 st Avenue), c. 1892.
<i>Source</i>	CVA Bu P180.
<i>Location</i>	Southwest corner of Main Street and 1 st Avenue
<i>Notes:</i>	



<i>Description</i>	Leamy and Kyle Sawmill, 1890.
<i>Source</i>	CVA SGN 2
<i>Location</i>	[Foot of Cook Street]



<i>Description</i>	Detail of fire at Pierre Paris and BC Box Co., W. 2 nd Avenue between Crowe and Cook, 1928. Stuart Thomson.
<i>Source</i>	CVA 99-1719.
<i>Location</i>	W. 2 nd Avenue between Crowe and Cook
<i>Notes:</i>	



REF. #

CVA 1184-522

Larger image

</photos/cva1184/sub1/A10893.jpg>

****need to confirm location**

TITLE: [Jack Benny on stage playing his violin to the employees of Dominion Bridge]

DATE: Apr 1944

EXTENT: 1 photograph: b&w acetate negative; 6 x 8 cm

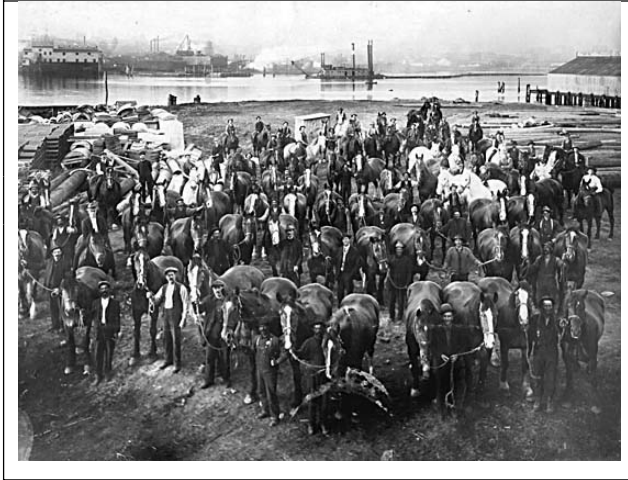
PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Entertainers/Concerts

PHOTOGRAPHER/STUDIO: Lindsay, Jack

CAMBIE WORKS YARD AND CITY WORKS MORE GENERALLY



<i>Description</i>	(Old photo #: Ci Dept N15) [The city yards on the southeast side of the Cambie Street Bridge], [1904 or 1905]
<i>Source</i>	CVA Ci Dept P35
<i>Location</i>	Cambie Works Yard



<i>Description</i>	City Works Yard
<i>Source</i>	CVA
<i>Location</i>	
<i>Notes:</i>	



<i>Description</i>	[Street cleaning vehicles - horse drawn carriage and truck], 1914
<i>Source</i>	CVA 677-78
<i>Location</i>	Cambie Yard.



<i>Description</i>	City of Vancouver [dump] truck, [ca. 1924]
<i>Source</i>	CVA 99 - 3400
<i>Location</i>	Cambie Yard?
<i>Notes:</i> Need to confirm location. Illustrates public works.	

CITY MARKET



<i>Description</i>	City Market, Westminster Avenue (Main Street) in about 1910. Stuart Thomson.
<i>Source</i>	CVA 99-89.
<i>Location</i>	Main Street
<i>Notes:</i>	



[Click here for larger image](#)

[New City Market](#)

VPL Accession Number: 7435

Date: 1908

Photographer/Studio: Timms, Philip

Geographic Location: Vancouver (B.C.)

Content Notes: Opened that year at Westminster Avenue (Main Street after 1910), west of the Westminster or False Creek Bridge. It was located on the south side of False Creek which then went up as far as Clark Drive. There appears to be a car or truck at centre.

Format: Copy negative (10x13 cm) Copy print (20x25 cm) Public display print (20x25 cm) Glass negative (13x18 cm)

Related Subject(s):

[Markets](#)

[False Creek \(Vancouver, B.C.\)](#)

[Automobiles - British Columbia - Vancouver](#)

[Architecture - British Columbia - Vancouver](#)



[Click here for larger image](#)

[New City Market](#)

VPL Accession Number: 4990

Date: 1908

Photographer/Studio: Timms, Philip

Geographic Location: Vancouver (B.C.)

Content Notes: Opened that year at Westminster Avenue (Main Street after 1910), by the Westminster or False Creek Bridge. It was located on the south side of False Creek which then went up as far as Clark Drive. Streetcar, right; linemen at work in background. Scanned at 600 dpi on CD#123.

Format: Copy negative (10x13 cm) Public display print (20x25 cm) Copy print (20x25 cm) Glass negative (13x18 cm)

Related Subject(s):

[Markets](#)

[Electric lines - Poles and towers](#)

[False Creek \(Vancouver, B.C.\)](#)

[Telephone lines - Poles and towers](#)

[Architecture - British Columbia - Vancouver](#)

[Street-railroads - British Columbia - Vancouver](#)

[British Columbia Electric Railway Company](#)

[Buildings - British Columbia - Vancouver](#)



[Click here for larger image](#)

[New City Market](#)

VPL Accession Number: 4991

Date: 1908

Photographer/Studio: Timms, Philip

Geographic Location: Vancouver (B.C.)

Content Notes: Opened that year at Westminster Avenue (Main Street after 1910), by the Westminster or False Creek Bridge. It was located on the south side of False Creek which then went up as far as Clark Drive. Horse and wagon and linemen at work.

Format: Copy negative (10x13 cm) Copy print (20x25 cm) Public display print (20x25 cm) Glass negative (13x18 cm)

Related Subject(s):

[Markets](#)

[Horse-drawn vehicles](#)

[False Creek \(Vancouver, B.C.\)](#)

[Telephone lines - Poles and towers](#)

[Electric lines - Poles and towers](#)

[Architecture - British Columbia - Vancouver](#)

[Buildings - British Columbia - Vancouver](#)

HAYES MANUFACTURING

For more pictures of Hayes Logging Trucks 'in action' see <http://www.hankstruckpictures.com/hayes.htm>.



<i>Description</i>	Wheel units, Hayes Trucks, likely near 231 W. 2 nd in the 1940s. Jack Lindsay
<i>Source</i>	CVA 1184-2000.
<i>Location</i>	likely near 231 W. 2 nd
<i>Notes:</i>	



[West Vancouver Bus - Hayes Manufacturing Co.](#)

VPL Accession Number: 14751

Date: 1934

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Source negative (20x25 cm)

Related Subject(s):

[Hayes Manufacturing Company](#)

[Buses - British Columbia - Vancouver](#)

[Click here for larger image](#)



[West Vancouver Bus - Hayes Manufacturing Co.](#)

VPL Accession Number: 14751A

Date: 1934

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Source negative (20x25 cm)

Related Subject(s):

[Hayes Manufacturing Company](#)

[Buses - British Columbia - Vancouver](#)

[Click here for larger image](#)



[Click here for larger image](#)

[Shell Oil Company truck](#)

VPL Accession Number: 12256

Date: February 15, 1934

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Trucks - British Columbia - Vancouver](#)

[Hayes Manufacturing Company](#)

[Shell Oil Company](#)



[Click here for larger image](#)

[Greyhound Bus - Hayes Manufacturing Co.](#)

VPL Accession Number: 14752

Date: September, 1934

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Source negative (20x25 cm)

Related Subject(s):

[Hayes Manufacturing Company](#)

[Buses - British Columbia - Vancouver](#)

[Greyhound Lines of Canada Ltd.](#)



[Click here for larger image](#)

[Greyhound Bus - Hayes Manufacturing Co.](#)

VPL Accession Number: 14752A

Date: September, 1934

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Source negative (20x25 cm)

Related Subject(s):

[Hayes Manufacturing Company](#)

[Buses - British Columbia - Vancouver](#)

[Greyhound Lines of Canada Ltd.](#)



[Click here for larger image](#)

[View of Greyhound Lines Bus, Hayes Manufacturing Co. and the C.N.R. Station](#)

VPL Accession Number: 12257

Date: January 9, 1935

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Greyhound Lines bus #28 near the Canadian National Railway Station - Hayes Manufacturing Company. Old Photo Number not available.

Format: Source print (20x25 cm) Copy negative (10x13 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Greyhound Lines of Canada Ltd.](#)

[Bus lines - British Columbia - Vancouver](#)

[Buildings - British Columbia - Vancouver](#)

[Railroad stations - British Columbia - Vancouver](#)

[Hayes Manufacturing Company](#)



[Click here for larger image](#)

[View of Greyhound Lines Bus, Hayes Manufacturing Co. and the C.N.R. Station](#)

VPL Accession Number: 12257A

Date: January 9, 1935

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Greyhound Lines bus #28 near the Canadian National Railway Station - Hayes Manufacturing Company. Old Photo Number not available.

Format: Source print (20x25 cm)

Related Subject(s):

[Greyhound Lines of Canada Ltd.](#)

[Bus lines - British Columbia - Vancouver](#)

[Buildings - British Columbia - Vancouver](#)

[Railroad stations - British Columbia - Vancouver](#)

[Hayes Manufacturing Company](#)



[Click here for larger image](#)

[View of Greyhound Lines Bus, Hayes Manufacturing Co. and the C.N.R. Station](#)

VPL Accession Number: 12257B

Date: January 9, 1935

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Greyhound Lines bus #28 near the Canadian National Railway Station - Hayes Manufacturing Company. Old Photo Number not available.

Format: Source print (20x25 cm)

Related Subject(s):

[Greyhound Lines of Canada Ltd.](#)

[Bus lines - British Columbia - Vancouver](#)

[Buildings - British Columbia - Vancouver](#)

[Railroad stations - British Columbia - Vancouver](#)

[Hayes Manufacturing Company](#)



[Click here for larger image](#)

[Greyhound Lines Bus Under Construction](#)

VPL Accession Number: 12258

Date: January 18, 1935

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Greyhound Lines bus under construction by Hayes Manufacturing Company.

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Bus lines - British Columbia - Vancouver](#)

[Greyhound Lines of Canada Ltd.](#)

[Hayes Manufacturing Company](#)



[Click here for larger image](#)

[Interior of Hayes Manufacturing Co. Ltd.](#)

VPL Accession Number: 10680

Date: February 11, 1937

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Interior of Hayes Manufacturing Company Limited - Buses under construction. Vancouver - Public transportation - Bus. Interiors - Industrial.

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Buses - British Columbia - Vancouver](#)

[Bus lines - British Columbia - Vancouver](#)

[Hayes Manufacturing Company](#)



[Click here for larger image](#)

[Interior of Hayes Manufacturing Co. Ltd.](#)

VPL Accession Number: 10681

Date: February 11, 1937

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Interior of Hayes Manufacturing Company Limited - Buses under construction. Vancouver - Public transportation - Bus. Interiors - Industrial.

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Buses - British Columbia - Vancouver](#)

[Bus lines - British Columbia - Vancouver](#)

[Hayes Manufacturing Company](#)



[Click here for larger image](#)

[Interior of Hayes Manufacturing Co. Ltd.](#)

VPL Accession Number: 10682

Date: February 11, 1937

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Interior of Hayes Manufacturing Company Limited - Buses under construction. Vancouver - Public transportation - Bus. Interiors - Industrial.

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Buses - British Columbia - Vancouver](#)

[Bus lines - British Columbia - Vancouver](#)

[Hayes Manufacturing Company](#)



[Click here for larger image](#)

[Truck for Dawson - Hayes Manufacturing Co.](#)

VPL Accession Number: 14753

Date: May, 1940

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Source negative (20x25 cm)

Related Subject(s):

[Hayes Manufacturing Company](#)

[Trucks - British Columbia - Vancouver](#)



[Click here for larger image](#)

[Truck for Dawson - Hayes Manufacturing Co.](#)

VPL Accession Number: 14753A

Date: May, 1940

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Source negative (20x25 cm)

Related Subject(s):

[Hayes Manufacturing Company](#)

[Trucks - British Columbia - Vancouver](#)



[Click here for larger image](#)

[Truck for Dawson - Hayes Manufacturing Co.](#)

VPL Accession Number: 14753B

Date: May, 1940

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Source negative (20x25 cm)

Related Subject(s):

[Hayes Manufacturing Company](#)

[Trucks - British Columbia - Vancouver](#)



[Click here for larger image](#)

[Truck for Dawson - Hayes Manufacturing Co.](#)

VPL Accession Number: 14754

Date: May, 1940

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: B.C. Tel "Line wagon" - Hayes Manufacturing Company.

Format: Source negative (20x25 cm)

Related Subject(s):

[Automobile dealers](#)

[Hayes Manufacturing Company](#)

[Buses - British Columbia - Vancouver](#)



[B.C. Tel "Line Wagon"](#)

VPL Accession Number: 14754A

Date: May, 1940

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Source negative (20x25 cm)

Related Subject(s):

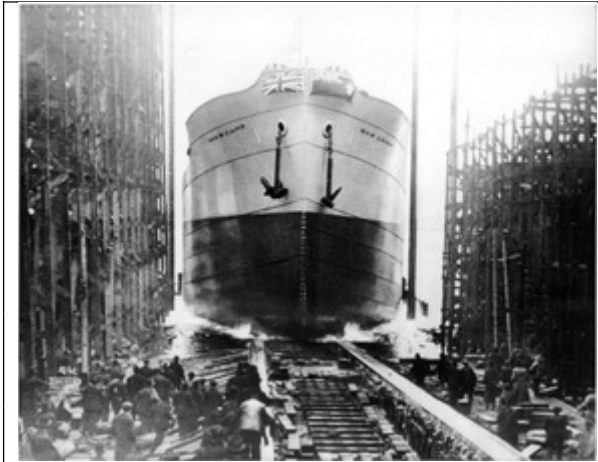
[Automobile dealers](#)

[Hayes Manufacturing Company](#)

[Buses - British Columbia - Vancouver](#)

[Click here for larger image](#)

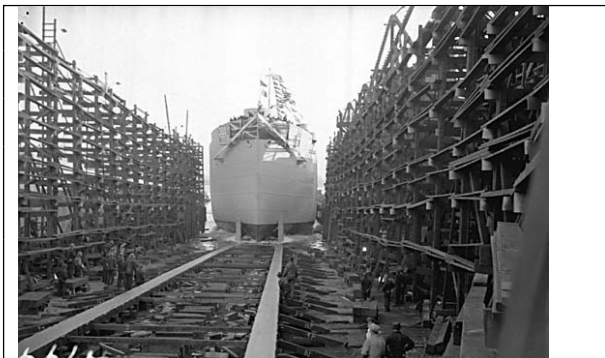
J.A. COUGLAN and SON SHIPYARD – WORLD WAR I



<i>Description</i>	Launching the 'War Camp' at J. Coughlan and Son Shipyards, False Creek, [1918]. Dominion Photo. CVA Bo P165.
<i>Source</i>	CVA Bo P165.
<i>Location</i>	North of 1 st Avenue, foot of Columbia
<i>See Map:</i>	
<i>Notes:</i>	
<i>Description</i>	[Launching of "War Camp" from J. Coughlan and Sons shipyard] [1918?] , Dominion Photo
<i>Source</i>	Old photo #: Bo N384
<i>Location</i>	Coughlan's Shipyard
<i>Notes:</i>	



<i>Description</i>	S.S. "War Noble" (8800 D. W. Tons) on Trial Trip in English-Bay Vancouver Built by J. Coughlan & Sons: Vancouver, British Columbia, [between 1914 and 1918]
<i>Source</i>	Bo P166 (Old photo #: Bo N478)
<i>Location</i>	Coughlan's Shipyard
<i>Notes:</i>	



<i>Description</i>	
<i>Source</i>	
<i>Location</i>	
<i>See Map:</i>	
<i>Notes:</i>	

PANORAMA OF J.A. COUGLAN AND SON

REF. #
PAN N74

See also N. 73

CVA
TITLE: [View of J. Coughlan & Sons Ship yards in False Creek destroyed by fire]
DATE: May 1918
EXTENT: 1 photograph: nitrate negative; 20 x 109 cm
PART OF FONDS: Major Matthews' collection
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Boat & ship industry/Fires
PHOTOGRAPHER/STUDIO: Moore, W.J.
ORDERING NOTE: Panorama copy print order length is 4 feet long

LOG BOOMS, BARGES, AND OTHER WATERSCAPES



[Barges loaded with lumber](#)

VPL Accession Number: 3760

Date: 1924

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Lumber - Transportation](#)

[Barges - British Columbia](#)

[Click here for larger image](#)



[Log Booms in False Creek and C.N.R. Station at Main Street](#)

VPL Accession Number: 5813

Date: 1928

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Log Booms in False Creek - Main Street - Canadian National Railway Station. Old Photo Number not available.

Format: Source print (20x25 cm) Photocopy display print (20x25 cm) Copy negative (10x13 cm)

Related Subject(s):

[Buildings - British Columbia - Vancouver](#)

[False Creek \(Vancouver, B.C.\)](#)

[Streets - British Columbia - Vancouver - Main Street](#)

[Canadian National Railways](#)

[Railroad stations - British Columbia - Vancouver](#)

[Booms \(Log transportation\) - British Columbia - Vancouver](#)

[Click here for larger image](#)

Photograph currently
unavailable online.

To view image, please
visit the Vancouver
Public Library.

[Click here for larger image](#)

[Pan \(G\) Rear of factories SE side of False Creek taken from Cambie Bridge, Mainland Ice & Cold Storage, Quebec Manor in distance, railway tracks](#)

VPL Accession Number: 81319+

Date: 1950

Photographer/Studio: Artray

Geographic Location: Vancouver (B.C.)

Format: Negative

Related Subject(s):



[Click here for larger image](#)

[Tug "Sumas" in False Creek](#)

VPL Accession Number: 10014C

Date: April 8, 1937

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Copy negative (10x13 cm)

Related Subject(s):

[Tugboats - British Columbia - Vancouver](#)

[False Creek \(Vancouver, B.C.\)](#)

[Vivian Engine Works](#)

[Sumas \[Tugboat\]](#)



[Click here for larger image](#)

[Large Spruce Logs in False Creek](#)

VPL Accession Number: 6255

Date: 1919

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Large spruce logs in False Creek.

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Booms \(Log transportation\) - British Columbia - Vancouver](#)

[Logging - British Columbia - Vancouver](#)



[Click here for larger image](#)

[Large Spruce Logs in False Creek](#)

VPL Accession Number: 6256

Date: 1919

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Large spruce logs in False Creek.

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Booms \(Log transportation\) - British Columbia - Vancouver](#)

[Logging - British Columbia - Vancouver](#)



[Click here for larger image](#)

[Large Spruce Logs in False Creek](#)

VPL Accession Number: 6257

Date: 1919

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Large spruce logs in False Creek.

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Booms \(Log transportation\) - British Columbia - Vancouver](#)

[Logging - British Columbia - Vancouver](#)

MURPHY'S STATIONARY (NORTH SIDE OF 2ND AVENUE) -- CVA



REF. #

CVA 1184-2198

Larger image

</photos/cva1184/sub1/A12569.jpg>

TITLE: [Staff at work at Murphy Stationary]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #

CVA 1184-2200

Larger image

</photos/cva1184/sub1/A12571.jpg>

TITLE: [Machinery at the Murphy Stationary plant]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Machinery/Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #

CVA 1184-2199

Larger image

</photos/cva1184/sub1/A12570.jpg>

TITLE: [Man operating machinery at the Murphy Stationary plant]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Machinery/Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #

CVA 1184-2201

Larger image

</photos/cva1184/sub1/A12572.jpg>

TITLE: [Printing equipment at Murphy Stationary]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Printing industry

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #

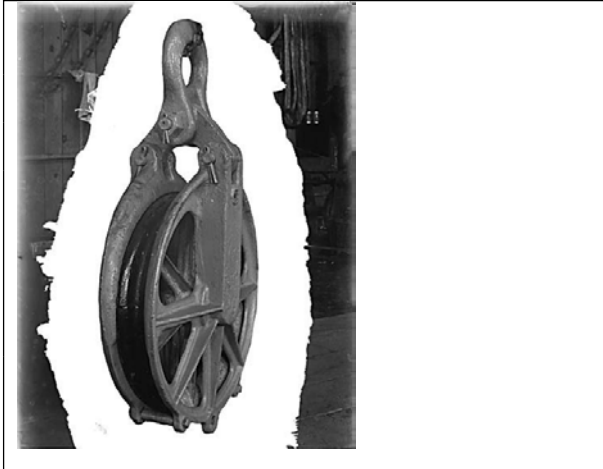
CVA 1184-348

Larger image

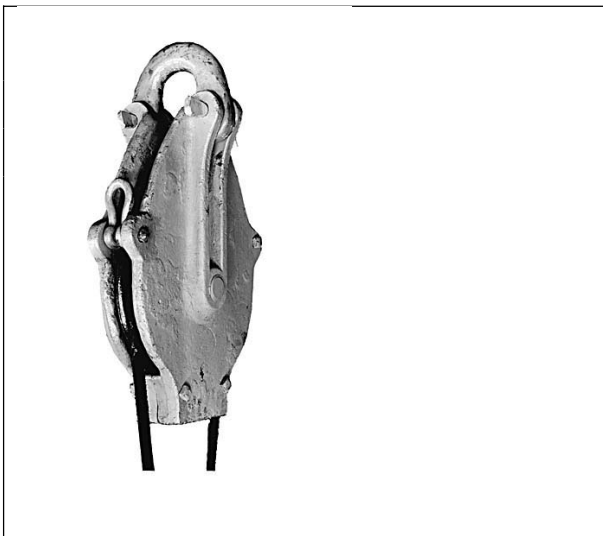
</photos/cva1184/sub1/A10719.jpg>

OPSAL STEEL

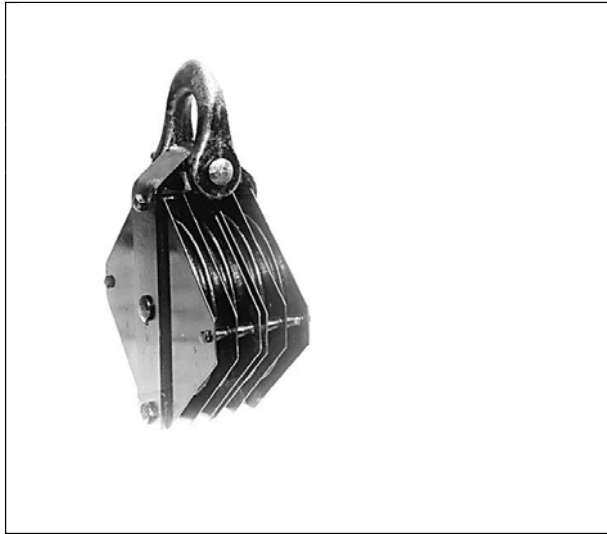
Additional Opsal Steel photographs are posted on the corporate website.



<i>Description</i>	Opsal Steel Co. - block [pulley], 1917
<i>Source</i>	CVA 99-215
<i>Location</i>	97 E. 2nd
<i>Notes:</i>	See also CVA, PAM Und. 1046 560-1 Opsal Steel, Logging Equipment, c. 1920. (catalogue); GVRD video re: Opsal Steel March 2004



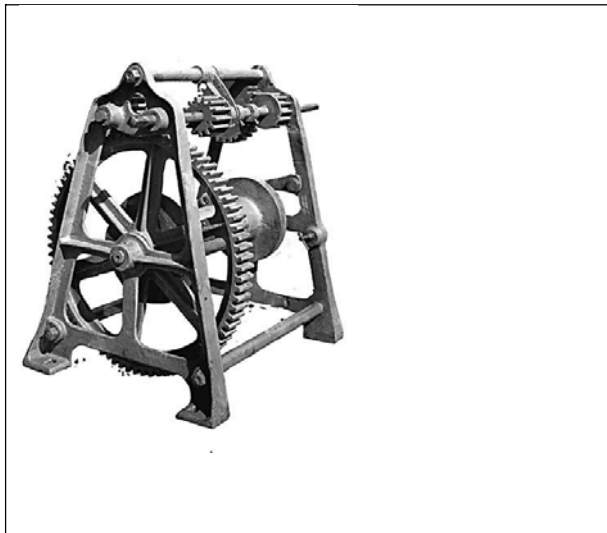
<i>Description</i>	Opsal Steel Co. - block [pulley], 1919
<i>Source</i>	CVA 99-216
<i>Location</i>	97 E. 2 nd Avenue
<i>Notes:</i>	See also CVA, PAM Und. 1046 560-1 Opsal Steel, Logging Equipment, c. 1920. (catalogue); GVRD video re: Opsal Steel March 2004



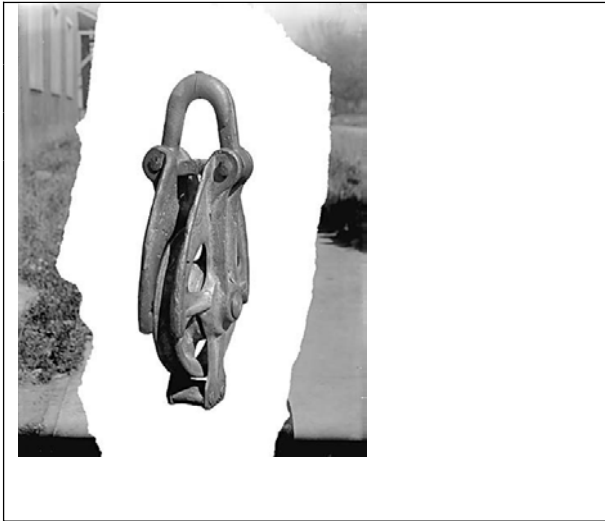
<i>Description</i>	Opsal Steel Co. - patient block, 1919
<i>Source</i>	CVA 99-217
<i>Location</i>	97 E. 2 nd Avenue
<i>Notes:</i> See also CVA, PAM Und. 1046 560-1 Opsal Steel, Logging Equipment, c. 1920. (catalogue); GVRD video re: Opsal Steel March 2004	



<i>Description</i>	Opsal Steel, 97 E. 2 nd , 1940. Dominion photo.
<i>Source</i>	VPL 25468.
<i>Location</i>	97 E. 2 nd Avenue
<i>Notes:</i> See Resource A5	



<i>Description</i>	Opsal Steel Co. - winch, 1919
<i>Source</i>	CVA 99-219
<i>Location</i>	97 E. 2 nd
<i>Notes:</i> See also CVA, PAM Und. 1046 560-1 Opsal Steel, Logging Equipment, c. 1920. (catalogue); GVRD video re: Opsal Steel March 2004	



<i>Description</i>	Opsal Steel Co. - patient block
<i>Source</i>	CVA 99-217
<i>Location</i>	97 E. 2nd
<i>Notes:</i> See also CVA, PAM Und. 1046 560-1 Opsal Steel, Logging Equipment, c. 1920. (catalogue); GVRD video re: Opsal Steel March 2004	

OTHER



<i>Description</i>	House on E. 2 nd near Westminster Avenue in about 1890. CVA Bu P667.1 N560.1.
<i>Source</i>	CVA Bu P667.1 N560.1.
<i>Location</i>	E. 2 nd , near Main Street (see map on photograph)
<i>Notes:</i>	



<i>Description</i>	False Creek Sea Wall under construction at Main Street in 1917.
<i>Source</i>	CVA 371-2646.
<i>Location</i>	Main Street
<i>Notes:</i>	



<i>Description</i>	Fire at Pierre Paris and BC Box Co., W. 2 nd Avenue between Crowe and Cook, August 1928. Stuart Thomson.
<i>Source</i>	CVA 99-1716.
<i>Location</i>	W. 2 nd , between Crowe and Cook
<i>Notes:</i>	



<i>Resource No.</i>	
<i>Description</i>	[James, Herbert and Hugh Matthews in a boat on the south shore of False Creek, 1902.]
<i>Source</i>	CVA Dist N15.1
<i>Location</i>	Foot of Ash Street
<i>Notes:</i>	



<i>Description</i>	(Old photo #: GF N1) [Refugee bivouac near southend of Westminster bridge after the Great Fire], June 14, 1886
<i>Source</i>	CVA GF P6
<i>Location</i>	Main Street
<i>Notes:</i>	

RAILWAY



<i>Description</i>	City Market Wharf, Westminster Avenue (Main Street), October 1908 with a view of the Vancouver, Westminster, and Yukon Railway Trestle in the background.
<i>Source</i>	VPL 4989.
<i>Location</i>	Main Street, north of 1st
<i>Notes:</i>	



<i>Description</i>	[View of "Y" tracks and surrounding sheds for the Great Northern Railway, at the south side of False Creek], 8 Oct. 1913
<i>Source</i>	CVA LGN 1057 (Old photo #: Trans P173N128)
<i>Location</i>	North of First, between Ontario and Main
<i>Notes:</i>	

SITKA SPRUCE

Note: includes photographs of Sitka Spruce (ns of 1st Avenue and simply of spruce logs in False Creek).



[Click here for larger image](#)

[Car deck and tracks at *Sitka Spruce Lumber Company*](#)

VPL Accession Number: 5828

Date: 1931

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Sitka Spruce Lumber Company Limited, 1 West 1st Avenue

Format: Copy negative (10x13 cm) Source print (20x25 cm)

Related Subject(s):

[Sitka Spruce Lumber Company](#)

[Sawmills - British Columbia](#)

[Lumbering - British Columbia - Vancouver](#)



[Click here for larger image](#)

[Car deck and tracks at *Sitka Spruce Lumber Company*](#)

VPL Accession Number: 5830

Date: 1931

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Sitka Spruce Lumber Company Limited, 1 West 1st Avenue.

Format: Copy negative (10x13 cm) Source print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Sitka Spruce Lumber Company](#)

[Sawmills - British Columbia](#)

[Lumbering - British Columbia - Vancouver](#)

[Lumber - British Columbia - Vancouver](#)



[Click here for larger image](#)

[View of *Sitka* Spruce Lumber Company](#)

VPL Accession Number: 5829

Date: 1931

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: View from False Creek of Sitka Spruce Lumber Company Limited, 1 West 1st Avenue.

Format: Copy negative (10x13 cm) Copy print (20x25 cm) Photocopy display print (20x25 cm)

Related Subject(s):

[Sitka Spruce Lumber Company](#)

[False Creek \(Vancouver, B.C.\)](#)

[Lumbering - British Columbia - Vancouver](#)

[Sawmills - British Columbia](#)

Record Number 4 of 5



[Click here for larger image](#)

[Man Operating a Head Rig at the *Sitka* Spruce Lumber Co.](#)

VPL Accession Number: 4115

Date: 1942

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Content Notes: Sitka Spruce Lumber Company, 995 West Sixth and West First.

Format: Copy negative (10x13 cm) Source negative (20x25 cm) Public display print (20x25 cm)

Related Subject(s):

[Sitka Spruce Lumber Company](#)

[British Columbia Forest Products Limited](#)

[Buildings - British Columbia - Vancouver](#)

Record Number 5 of 5



[Click here for larger image](#)

[Man Operating a Head Rig at the *Sitka* Spruce Lumber Co.](#)

VPL Accession Number: 5831

Date: 1942

Photographer/Studio: Frank, Leonard

Geographic Location: Vancouver (B.C.)

Format: Copy negative (10x13 cm) Source negative (20x25 cm) Public display print (20x25 cm)

Related Subject(s):

[Sitka Spruce Lumber Company](#)

[British Columbia Forest Products Limited](#)

[Buildings - British Columbia - Vancouver](#)

WESTERN BRIDGE CO. CITY OF VANCOUVER ARCHIVES

Note: This is an excellent collection of photographs.

Panoramas

REF. #
PAN N105

CVA
TITLE: [Hamilton Bridge Western Ltd. building, False Creek]
DATE: 20 Aug. 1943
EXTENT: 1 photograph: nitrate negative; 20 x 130 cm
SCOPE AND CONTENT: Photograph also shows the Columbia Machine Works and Dominion Construction Co. Ltd. buildings.
PART OF FONDS: Major Matthews' collection
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Industrial buildings/Boat & ship industry
PHOTOGRAPHER/STUDIO: Moore, W.J.
ORDERING NOTE: Panorama copy print order length is 5 feet long



REF. #
CVA 99-2891
Larger image
</photos/cva99/sub1/A01556.jpg>

TITLE: Mr. Stephens McLaren Ad. Co., Western Bridge Co. building
DATE: 12 June 1937
EXTENT: 1 photograph: b&w nitrate negative; 12 x 17 cm
PART OF FONDS: Stuart Thomson fonds
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Industrial buildings
PHOTOGRAPHER/STUDIO: Thomson, Stuart



REF. #
CVA 1184-3116
Larger image
</photos/cva1184/sub1/A13445.jpg>

TITLE: [Men at work at Western Bridge and Steel Fabricators Ltd.]
DATE: [194-]
EXTENT: 1 photograph: b&w acetate negative; 12 x 10 cm
PART OF FONDS: Jack Lindsay Ltd. Photographers fonds
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Machinery/Manufacturing industries
PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3117
Larger image
</photos/cva1184/sub1/A13446.jpg>

TITLE: [Men at work at Western Bridge and Steel Fabricators Ltd.]
DATE: [194-]
EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm
PART OF FONDS: Jack Lindsay Ltd. Photographers fonds
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Manufacturing industries
PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3118
Larger image
</photos/cva1184/sub1/A13447.jpg>

TITLE: [Men at work at Western Bridge and Steel Fabricators Ltd.]
DATE: [194-]
EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm
PART OF FONDS: Jack Lindsay Ltd. Photographers fonds
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Manufacturing industries
PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3119
Larger image
</photos/cva1184/sub1/A13448.jpg>

TITLE: [Men at work at Western Bridge and Steel Fabricators Ltd.]
DATE: [194-]
EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm
PART OF FONDS: Jack Lindsay Ltd. Photographers fonds
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Manufacturing industries
PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3120
Larger image
</photos/cva1184/sub1/A13449.jpg>

CVA
TITLE: [Men at work at Western Bridge and Steel Fabricators Ltd.]
DATE: [194-]
EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm
PART OF FONDS: Jack Lindsay Ltd. Photographers fonds
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Manufacturing industries
PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3121

Larger image
</photos/cva1184/sub1/A13450.jpg>

CVA

TITLE: [Men at work at Western Bridge and Steel Fabricators Ltd.]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative;

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3122

Larger image
</photos/cva1184/sub1/A13451.jpg>

CVA

TITLE: [Men at work at Western Bridge and Steel Fabricators Ltd.]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 12 x 10 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Machinery/Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3123

Larger image
</photos/cva1184/sub1/A13452.jpg>

TITLE: [Men at work at Western Bridge and Steel Fabricators]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3124

Larger image
</photos/cva1184/sub1/A13453.jpg>

TITLE: [Crane loading steel structures onto an Arrow Transfer Co. truck at Western Bridge and Steel Fabricators Ltd.]

DATE: 1948

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Hoisting machinery/Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3125

Larger image
</photos/cva1184/sub1/A13454.jpg>

CVA

TITLE: [View of yard at Western Bridge and Steel Fabricators Ltd.]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3126

Larger image
</photos/cva1184/sub1/A13455.jpg>

TITLE: [Large metal structure at Western Bridge and Steel Fabricators Ltd.]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 12 x 10 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3127

Larger image
</photos/cva1184/sub1/A13456.jpg>

CVA

TITLE: [Men using cranes to move large metal structures at Western Bridge and Steel Fabricators Ltd.]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3128

Larger image

CVA

TITLE: [Men loading large metal structure onto a Canadian Pacific Railway freight car at Western Bridge and Steel Fabricators]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack

</photos/cva1184/sub1/A13457.jpg>



REF. #
CVA 1184-3129

Larger image
</photos/cva1184/sub1/A13458.jpg>

TITLE: [Large metal structures on a railway freight car at Western Bridge and Steel Fabricators]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3130

Larger image
</photos/cva1184/sub1/A13459.jpg>

TITLE: [Large metal cylinder inside the Western Bridge and Steel Fabricators Ltd. warehouse]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries

PHOTOGRAPHER/STUDIO: Lindsay, Jack



REF. #
CVA 1184-3131

Larger image
</photos/cva1184/sub1/A13460.jpg>

CVA

TITLE: [Men using a crane to move a large metal cylinder out of the Western Bridge and Steel Fabricators Ltd. warehouse]

DATE: [194-]

EXTENT: 1 photograph: b&w acetate negative; 10 x 12 cm

PART OF FONDS: Jack Lindsay Ltd. Photographers fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Manufacturing industries/Hoisting machinery

PHOTOGRAPHER/STUDIO: Lindsay, Jack

WESTERN CANADA SHIPBUILDERS (WWI)



<i>Description</i>	["War Chilkat" on stocks at Western Canada Shipyards], [between 1915 and 1918]
<i>Source</i>	CVA Bo P69.1
<i>Location</i>	
<i>Notes:</i> Need to confirm exact location of Western Canada Shipyard during WW1.	



<i>Description</i>	[Tugboat Marvis towing the War Chilkat in False Creek, between 1915-1918.
<i>Source</i>	CVA BoP69.2
<i>Location</i>	False Creek Western Canada Shipyards
<i>Notes:</i> Wooden steamer	

Panoramas

REF. #
PAN N247A

CVA
TITLE: Western Canada Shipyards.Ltd. July 19-1917 [, False Creek]
DATE: 19 July 1917
EXTENT: 1 photograph: nitrate negative; 20 x 111 cm
SCOPE AND CONTENT: Photograph also shows the Great Northern Trestle Bridge, the World building and the B.C. Electric smoke stacks in the background.
PART OF FONDS: Major Matthews' collection
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Boat & ship industry/Bridges
PHOTOGRAPHER/STUDIO: Moore, W.J./Canadian Photo Co.
ORDERING NOTE: Panorama copy print order length is 4 feet long

REF. #
PAN N247B

CVA
TITLE: Western Canada Shipyards Ltd. July 31st 1917 [False Creek]
DATE: 31 July 1917
EXTENT: 1 photograph: nitrate negative; 20 x 128 cm
SCOPE AND CONTENT: Photograph also shows the first keels being laid for six wooden cargo steamers and the G.N. Trestle bridge in the background.
PART OF FONDS: Major Matthews' collection
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Boat & ship industry/Bridges/Barges
PHOTOGRAPHER/STUDIO: Moore, W.J./Canadian Photo Co.
ORDERING NOTE: Panorama copy print order length is 5 feet long

REF. #
PAN N249A

CVA
Old photo #: VLP 185
TITLE: [Two views of Western Canada Shipyards, False Creek]
DATE: 30 Apr. 1918
EXTENT: 2 photographs: nitrate negative; 20 x 42 cm and 20 x 88 cm on 20 x 130 cm film sheet.
SCOPE AND CONTENT: Left side: shows a partial group portrait in front of a wooden ship under construction. Right side: shows the shipyard, four ships under construction and the G.N.R. Trestle bridge.
PART OF FONDS: Major Matthews' collection
GEOGRAPHIC LOCATION: Vancouver (B.C.)
SUBJECT TERMS: Boat & ship industry/Bridges/Men
PHOTOGRAPHER/STUDIO: Moore, W.J./Canadian Photo Co.
ORDERING NOTE: Cirkut negative consists of two separate images on one negative. Panorama copy print order length is 5 feet long. The copy print will contain two separate images on the 5 foot length of the print.

REF. #
PAN N249B

CVA

TITLE: [View of Western Canada Shipyards, False Creek]

DATE: 23 May 1918

EXTENT: 1 photograph: nitrate negative; 20 x 140 cm

SCOPE AND CONTENT: Photograph shows preparations for the launching of the S.S. "War Talta".

PART OF FONDS: Major Matthews' collection

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Boat & ship industry

PHOTOGRAPHER/STUDIO: Moore, W.J./Canadian Photo Co.

ORDERING NOTE: Panorama copy print order length is 5 feet long



N248A – incomplete image

REF. #
PAN N248A

CVA

TITLE: Western Canada Shipyards Ltd. Vancouver. B.C. April, 30. 1918

DATE: 30 Apr. 1918

EXTENT: 1 photograph: nitrate negative; 20 x 117 cm

SCOPE AND CONTENT: Photograph also shows employees and four wooden cargo steamships under construction and identified as "War Tatla", "War Casco", "War Chilkat" and "War Tanoo".

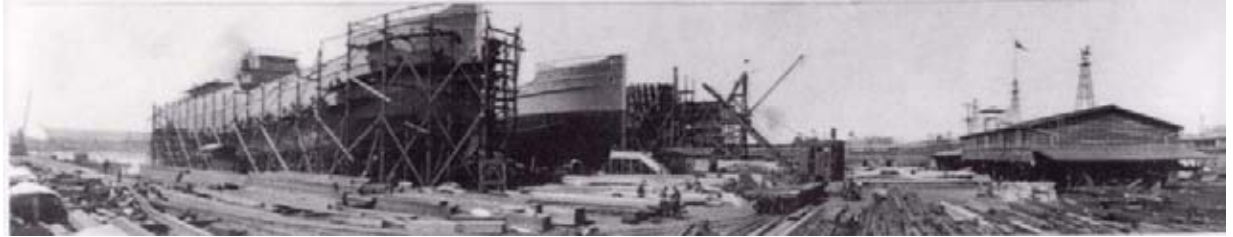
PART OF FONDS: Major Matthews' collection

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Boat & ship industry/Men

PHOTOGRAPHER/STUDIO: Moore, W.J./Canadian Photo Co.

ORDERING NOTE: Panorama copy print order length is 4 feet long



N248B – incomplete image

REF. #

PAN N248B

CVA

TITLE: Western Canada Shipyards Ltd. Vancouver B.C. Mar. 14/18

DATE: 14 Mar. 1918

EXTENT: 1 photograph: nitrate negative; 20 x 124 cm

SCOPE AND CONTENT: Photograph shows employees and three wooden cargo steamships under construction.

PART OF FONDS: Major Matthews' collection

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Boat & ship industry/Men

PHOTOGRAPHER/STUDIO: Moore, W.J.

ORDERING NOTE: Panorama copy print order length is 5 feet long

WEST COAST SHIPBUILDERS LIMITED

Unless otherwise noted all images are from the City of Vancouver Archives.

Note: There are also interior images in the series – Wat. P. 62. 1-

Additional photographs of this site (including Hamilton Bridge) held at VPL. See Bruce Macdonald, *The Cannon Building*, 1998, for a list of images held at VPL in negative format only. Also see *Ships of Steel* for more WWII shipbuilding information and images.



REF. #
CVA 677-1108

Larger image
</PHOTOS/CVA677/A46301.JPG>

CVA

TITLE: [View of West Coast Shipbuilders Ltd. on the Southeast shore of False Creek]

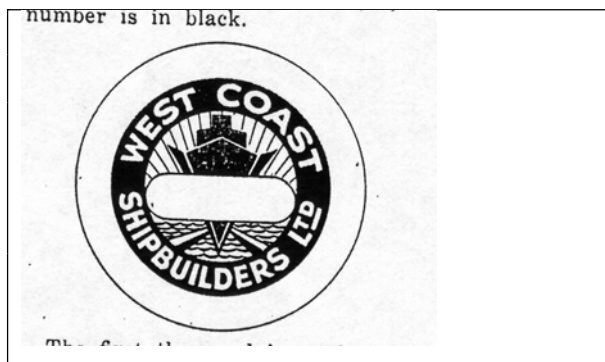
DATE: [1943 or 1944]

EXTENT: 1 photograph : silver gelatin print ; 19 x 24 cm

PART OF FONDS: Vancouver Museums and Planetarium
Association fonds

GEOGRAPHIC LOCATION: Vancouver (B.C.)

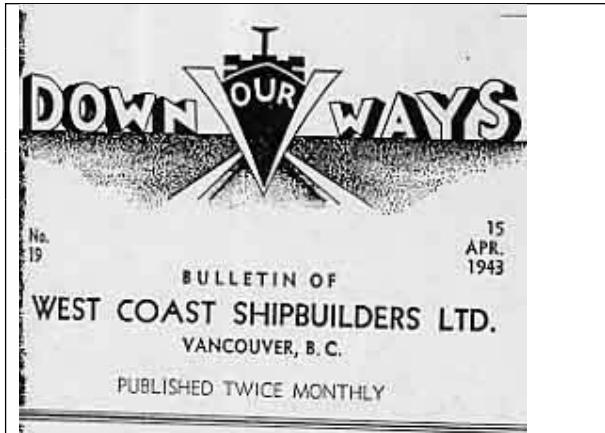
SUBJECT TERMS: Boat and ship industry/Boats and ships/False Creek (Vancouver, B.C.)



<i>Description</i>	
<i>Source</i>	Copied from Bruce Macdonald, <i>The Cannon Building</i> , 1998.
<i>Location</i>	
<i>Notes:</i>	



<i>Resource No.</i>	
<i>Description</i>	
<i>Source</i>	Copied from Bruce Macdonald, <i>The Canron Building</i> , 1998.
<i>Location</i>	
<i>Notes:</i>	



<i>Description</i>	
<i>Source</i>	Copied from Bruce Macdonald, <i>The Canron Building</i> , 1998.
<i>Location</i>	
<i>Notes:</i>	



<i>Description</i>	The shipyards and their huge frames dominated the skyline along South East False Creek 1939.
<i>Source</i>	CVA Bo P167.
<i>Location</i>	Westcoast Shipbuilders, 1 st Avenue
<i>Notes:</i>	



TITLE: [Boiler workers and shipbuilders union workers at a union rally]
 DATE: 1943
 EXTENT: 1 photograph: b&w acetate negative; 6 x 8 cm
 PART OF FONDS: Jack Lindsay Ltd. Photographers fonds
 GEOGRAPHIC LOCATION: Vancouver (B.C.)
 SUBJECT TERMS: Trade - unions

REF. #
CVA 1184-1286
 Larger image
</photos/cva1184/sub1/A11657.jpg>



CVA
 TITLE: [West Coast Shipbuilders Limited site under construction]
 DATE: June 17, 1941
 EXTENT: 1 photograph : silver gelatin print ; 19 x 24 cm on sheet
 19 x 48 cm
 SCOPE AND CONTENT: Photograph shows a part of the Hamilton Bridge Western Limited building
 PART OF FONDS: Major Matthews' collection
 GEOGRAPHIC LOCATION: Vancouver (B.C.)
 SUBJECT TERMS: Boat and ship industry/Trucks/Hoisting machinery
 PHOTOGRAPHER/STUDIO: Moore, W.J.

REF. #
M-7-6
 Larger image
</PHOTOS/MATTHEWS/ALBUM/A46216.JPG>



REF. #

M-7-8

Larger image

</PHOTOS/MATTHEWS/ALBUM/A46218.JPG>

CVA

TITLE: [West Coast Shipbuilders Limited site under construction]

DATE: June 24, 1941

EXTENT: 1 photograph : silver gelatin print ; 19 x 24 cm on sheet
19 x 48 cm

SCOPE AND CONTENT: Photograph shows a part of the

Hamilton Bridge Western Limited building

PART OF FONDS: Major Matthews' collection

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Boat and ship industry/Hoisting
machinery/Machinery

PHOTOGRAPHER/STUDIO: Moore, W.J.



REF. #

M-7-2

Larger image

</PHOTOS/MATTHEWS/ALBUM/A46212.JPG>

CVA

Old photo #: Wat P62.7

TITLE: [West Coast Shipbuilders Limited site under construction]

DATE: May 27, 1941

EXTENT: 1 photograph : silver gelatin print ; 19 x 24 cm on sheet
19 x 48 cm

SCOPE AND CONTENT: Photograph shows the north shore of
False Creek, a part the Hamilton Bridge Western Limited building
and a gas storage silo

PART OF FONDS: Major Matthews' collection

GEOGRAPHIC LOCATION: Vancouver (B.C.)

SUBJECT TERMS: Boat and ship industry/Machinery/Hoisting
machinery

PHOTOGRAPHER/STUDIO: Moore, W.J.



REF. #

M-7-4

Larger image

</PHOTOS/MATTHEWS/ALBUM/A46214.JPG>

CVA

TITLE: [West Coast Shipbuilders Limited site under construction]

DATE: June 10, 1941

EXTENT: 1 photograph : silver gelatin print ; 19 x 24 cm on sheet
19 x 48 cm

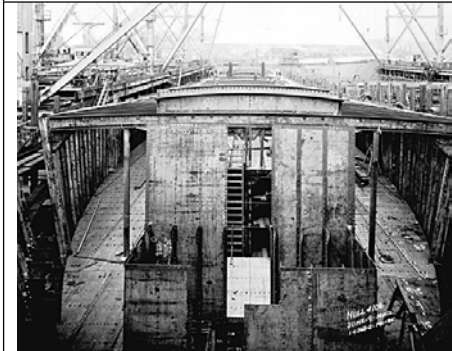
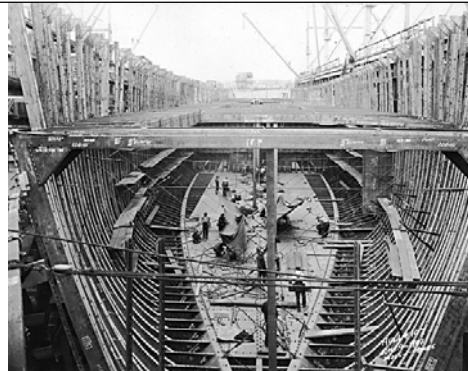
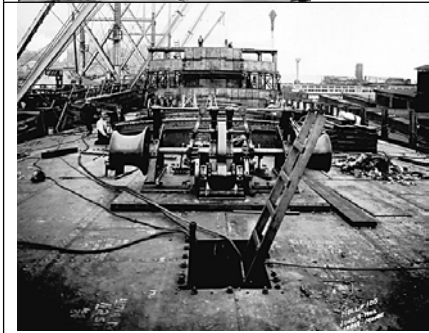
SCOPE AND CONTENT: Photograph shows the north shore of
False Creek, a gas storage silo and part of the Hamilton Bridge
Western Limited building

PART OF FONDS: Major Matthews' collection

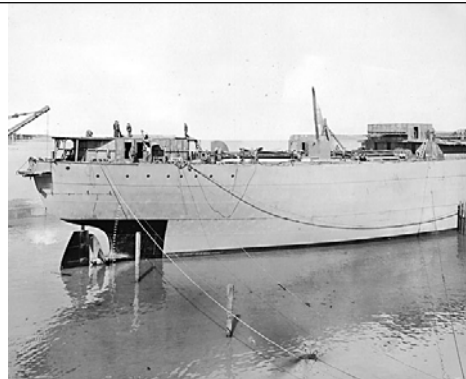
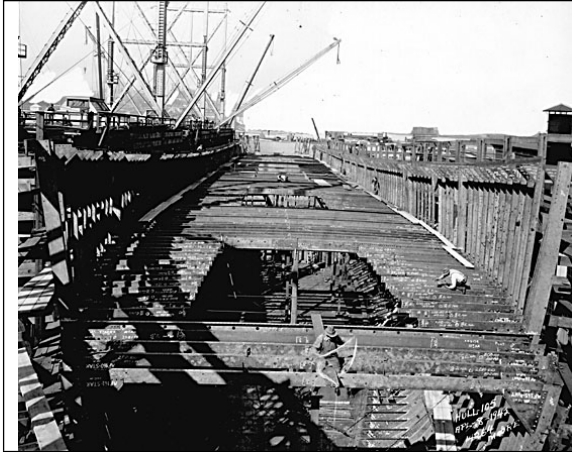
GEOGRAPHIC LOCATION: Vancouver (B.C.)

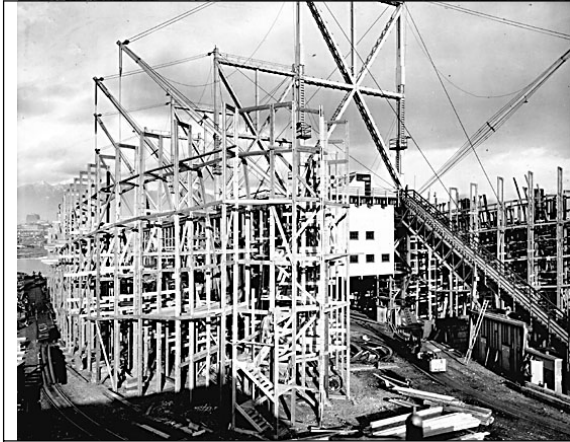
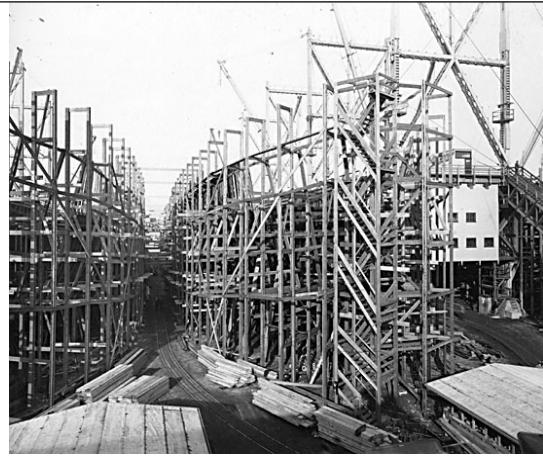
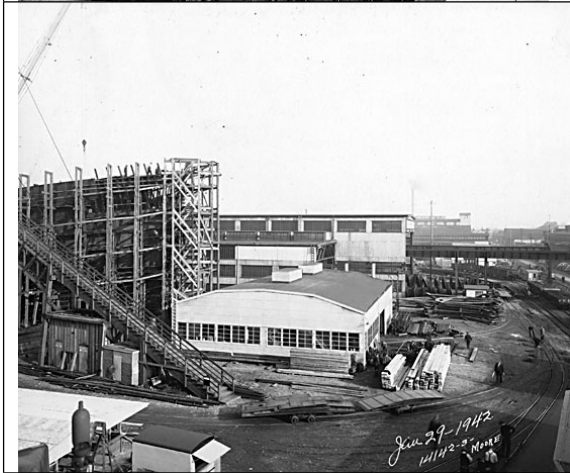
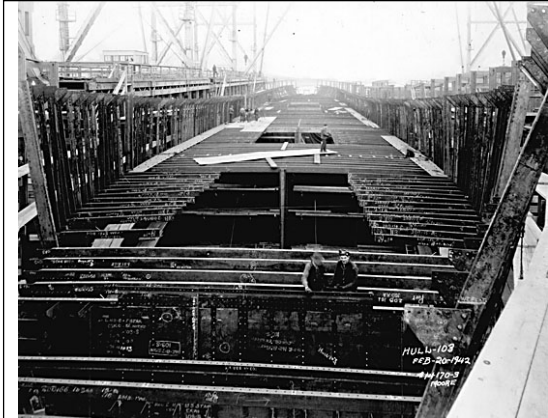
SUBJECT TERMS: Boat and ship industry/Hoisting
machinery/Machinery

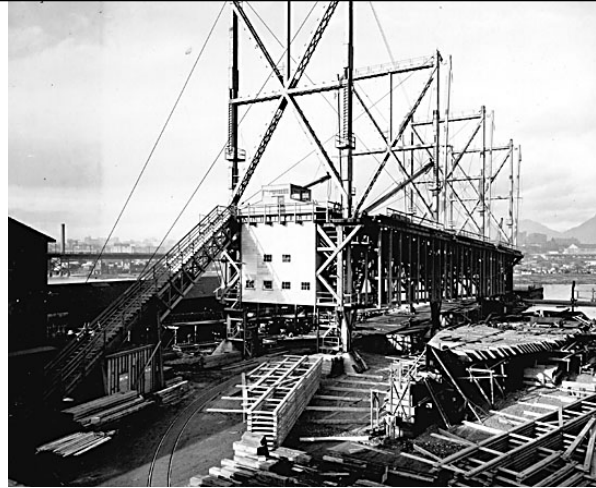
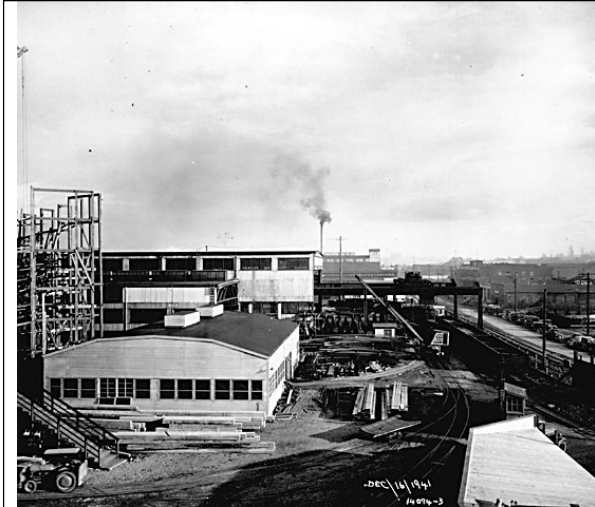
PHOTOGRAPHER/STUDIO: Moore, W.J.

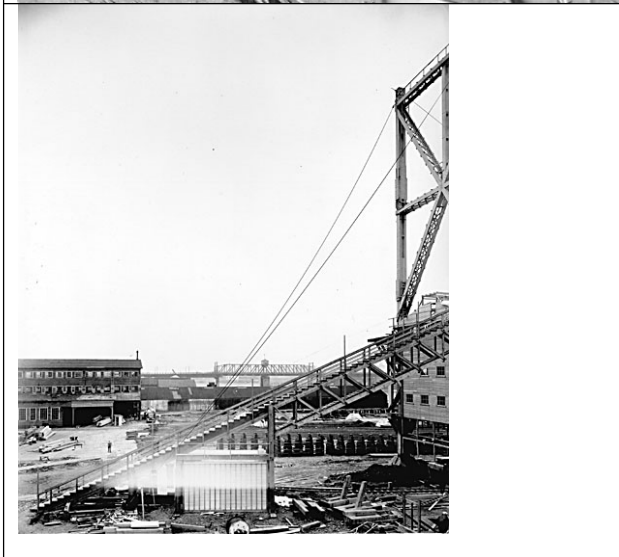
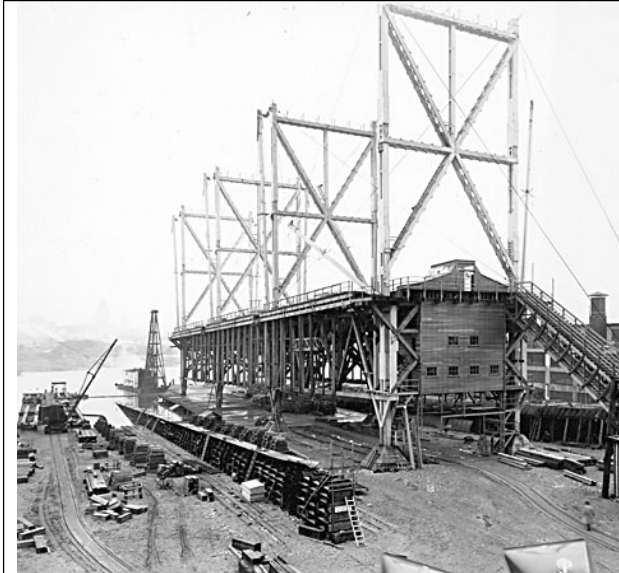
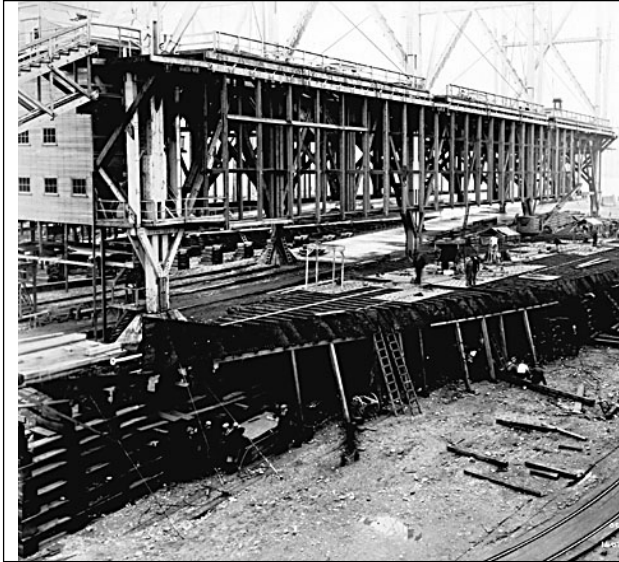


















WATSON'S GLOVES

Corporate website has numerous historical photographs.



<i>Description</i>	Waston's Gloves
<i>Source</i>	VPL 8957
<i>Location : 127 E. 2nd</i>	

E. ORAL HISTORIES, NAMES, WORDS, AND FLORA & FAUNA

This section lists oral histories relating to Southeast False Creek. It also provides lists of names, words, flora and fauna related to Southeast False Creek. These resources will be useful in developing the content of interpretive material such as the quotes and images.

Oral Histories

UBC Library – Special Collections – Voices of False Creek

This oral history project was undertaken by the Vancouver Historical Society. UBC Special Collections holds the material. The interviews were not transcribed and have not been listened to.

1. Interview with Arthur McLaren of West Coast Shipbuilding and Allied Shipbuilding. FC 3803.U54 N. 20: 43
2. Interviews Gary Keaman of False Creek Tug and Barge and Arthur McLaren of West Coast Shipbuilding, False Creek, and Allied Shipbuilding
3. Childhood Memories of False Creek. Interview with Kenneth Caple. FC 3803.U54 N.20: 34
4. Interview with Ed Cormack and Bob Wong of Sigurdson's Millwork, Fairview Slopes, FC 3803: U54 N.20: 33.
5. Interview with James Methven of Johnston Terminals. FC 3803.U54 N.20: 61
6. Interview with Reverend Canon Gordon Nakayama. FC 3803 U54 N.20: 62
7. Interview with Harnohan Sing Sansapuri about the Sikh Community in Fairview area FC 3803:U54 N.20:64.
8. Interview with Frances Fransvoog, Arrow Transfer (Granville Island, but also had operation at SEFC). FC 3803: U54 N.20: 44
9. Interviews with Wiliam Andrew Jenkins of Columbia Bithulithic, Granville Island and Albert Hunt of Vancouver Salt Col, False Creek. FC 3803: U54 N.20: 29
10. Interview with Genichiro Yada concerning the Japanese Community on Fairview Slopes. FC 3803.U54 N.20:53.
11. Interview with William G. Moffatt of BC Electric Railway. FC 3803.U54 N.20:55.
12. Interviews with Alfred Staley on the draining of False Creek and growing up in the area and with Jacqueline Hoop. FC 3803.U54 N.20:59.
13. Interview with Harhand Singh Rakhra about Sikhs in Vancouver. FC 3803.U54 N. 20: 64 [may not be part of False Creek series]

Names, Words, Flora & Fauna

The lists of names and words have been assembled from directories, maps, and other sources. North of First Avenue, those in bold are known to have had a long association with the area. South of First Avenue, only the long-standing residents, and businesses are listed, so there is no need for bolding.

Site-wide

Former street names:

- Dufferin for 2nd Avenue
- Front for 1st Avenue

Name of railways

- Vancouver, Westminster, and Yukon/Great Northern at east end
- British Columbia Electric Railway (BCER) operated on Canadian Pacific Railway's 'South Shore Line' at west end.

Railyard Neighbourhood

Business Names:

Westminster Avenue/Main Street: **McDonald Cut Stone Contractors, Dominion Steelweld Co;** City Market/Market Wharf; Chapman's Esso; International Junk, Storage, and Bottle Washing Co.

North of First: Vancouver, Westminster, Yukon Railway; Engine House; **Great Northern Railway;** Vancouver Clear Cedar Mill Co. Ltd.; Arrow Coal Sales; Pacific Construction Company; Vancouver Coal Sales; Pacific Foundry; Allen Refractories; Ideal Burner Fuel, Canmore Collieries; Kirk Coal Ltd; West Coast Hardwoods, Bate's Sawmill; R.A. Wasserman and Co. Canadian Collieries; Arrow-Kirk Coal; Palmer Fuels; Spicers Asbestos; Excelsior Paper Stock; City Construction; Empire Auto Wreckers, North Vancouver Fuel Co; Second Narrows Fuel Co. Edco Healy Technical Products; Alco Investments; Fletcher Lumber Co, , Kings Motor Cartage; Capilano Crushing

South of First (longstanding businesses and residents only): Opsal Steel Co; Ridgeway Service Station; Corley's Service Station; Mainway Service Station; Autobahn Auto Imports; Second and Main Shell Service; Alex and Mrs. C. Murray (lived at 64 E. 1st there from 1906-48); Hume and Rumble Electrical Contractors; Philip (teamster) and Mrs. A. Parsons – 33 E. 2nd – 1906-1948); Dufferin Rooms (125 E. 2nd – 1928-1968); John Watson Gloves (127 E. 2nd 1918-)

Streets names no longer in use associated with this neighbourhood: Front (1st), Dufferin (2nd), Westminster Avenue (Main Street)

Some other Names: Julius Voight, FN names for the points on Main Street (requires consultation)

Some other words (derived from Fire Insurance Plan and other Maps): coal shed, sheds, log haul, piled stone, wood bins, service station, iron clad, traveling crane, battery manufacturer, planking; deck; platform; wharf; café; bottle washing; lumber sheds; house boat; gravel bunker; sawdust bunker; office; high water mark; harbour headline

Phrases from Advertising: Watson's Gloves, The Wear is There

Shipyards Neighbourhood

Business Names:

North of First – Ontario to Columbia: B.C. Fish Co; Sinclair's Sawmill; **Great Northern Lumber Co.;** **Southshore Lumber Co;** W.W. Stuart Lumber Co; Western Gravel Co.;

Producer's Rock and Gravel; Structural Material Co; Dominion Glazed Cement Co; Vancouver Pressed Brick and Stone Co.; **J. Coughlan and Sons** (foot of Columbia); Hamilton Lumber; H.E. Armitage Lumber; **Deeks Sand and Gravel Co**; **Sitka Spruce Lumber**; **King and Jardine Lumber**; **Western Bridge** (Coughlan's site); United Fuel and Cartage; **E.L. Sauder Lumber Co**; Reliance Lumber Co.; Vancouver Salt Co.; Alan Butler and McDougal Shingle Co; Butler Downard Lumber; Wallace Agencies; Industrial Distributors; Dominion Rustproofing; Pacific Coast Paint; Turnbull Brothers; Bayview Photographic; Ritchie Equipment; Modern Roof and Siding; P.E. Bauer, **West Coast Shipbuilders**; Allied Shipbuilders; Red Barge Line; McLaren and Sons; **Ruskin Cedar Products**; **Canon**; Domtar Chemicals; Empire Recycling; False Creek Resources

South of First – Ontario to Columbia:

1st Avenue: South Shore Lumber; Sigurdson's Millwork; Sauder Manufacturing; Canon Pipe Division; Columbia Iron Works; Dominion Construction Co; BC Millwork; Vancouver Playhouse; Sitka Spruce

2nd Avenue: Major Aluminium Products; Citation Stainless Steel Brake Systems; False Creek Automotive; C.H. Brawn and Sons, Painting Contractors; Arbuthnot Lumber, Sash, and Door; Freeman Wright Agency Offices; H.B. Armitage Lumber Co.

Some other words (derived from the FIPs and other maps/sources): railway siding; western boundary D.L. 200 A (Columbia Street); harbour headline, names of tree species milled here (eg. Sitka Spruce, Cedar ...)

Some other words from the Sauder Property (midblock between Manitoba and Columbia) to Ontario, north of First: lumber piled by Ross Carriers; refuse (beehive) burner at foot of Ontario; wood shed; lumber shed; loading shed; kilns; ramp; planing mill; lath chute; fuel vault; boiler house; float; scow berth; overhead conveyor

Some other words from West Coast Shipbuilders: fitting out shed, crane runway; layout space; template store; store and pattern shop; gantry; assembly space; furnace building; tool crib; machine shop; Berth No. 1 (on the Columbia Street alignment); First Aid

Some other words from south of First: Sash and Door Factory, Japanese; Lumber Piled; Foundry; Warehouse; Storage; Dominion Construction – names of projects; Vancouver Playhouse – names of plays/directors/actors

Words and Names from Shipbuilding:

Names of Ships – World War I -- Coughlan's Site (21 steel vessels)

8800 ton *Alaska* 1917

War Camp 1918

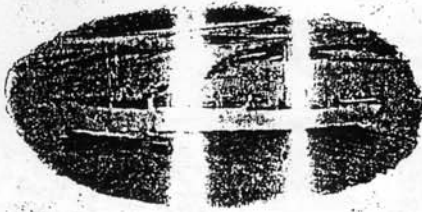
War Charger 1918

War Chief 1918

War Noble 1918

Names of Ships -- Westcoast Shipbuilders (55 freighters) – Victory ships -- WWII
-see list of 50 on following page

OUR FIFTY 10,000 TONNERS



FREIGHTERS

NORTH SANDS TYPE

No.	Name	Date of Launch	Year
101	S.S. FORT CHILCOTIN	March 7,	1942
102	S.S. FORT CONFIDENCE	July 16,	1942
103	S.S. FORT CHIPEWYAN	April 30,	1942
104	S.S. KOOTENAY PARK	June 11,	1942
105	S.S. FORT MAUREPAS	July 1,	1942
106	S.S. FORT NORMAN	July 25,	1942
107	S.S. FORT SLAVE	August 15,	1942
108	S.S. FORT SOURIS	September 8,	1942
109	S.S. FORT BRULE	September 25,	1942
110	S.S. FORT FRANKLIN	October 16,	1942
111	S.S. FORT LA TRAITÉ	October 30,	1942
112	S.S. FORT FINLAY	November 17,	1942
113	S.S. FORT RAMPART	December 5,	1942
114	S.S. FORT STAGER	December 23,	1942
115	S.S. FORT FITZGERALD	January 9,	1943
116	S.S. FORT NAKASLEY	February 6,	1943
117	S.S. FORT ENTERPRISE	February 24,	1943
118	S.S. FORT GLENLYON	March 10,	1943
119	S.S. FORT GLENORA	March 24,	1943
120	S.S. FORT GLOUCESTER	April 5,	1943
121	S.S. FORT GRANT	April 19,	1943
122	S.S. MOUNT DOUGLAS PARK	April 26,	1943

VICTORY TYPE

123	S.S. FORT ASTORIA	May 21,	1943
124	S.S. FORT KULLYSPELL	June 5,	1943
125	S.S. FORT CREVECOEUR	June 21,	1943
126	S.S. FORT KASKASKIA	July 6,	1943
127	S.S. FORT BOISE	July 21,	1943
128	S.S. FORT LA BAYE	August 5,	1943
129	S.S. TECUMSEH PARK	August 25,	1943
130	S.S. WINDERMERE PARK	September 14,	1943

TANKERS

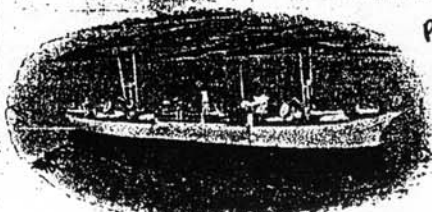
131	S.S. MOUNT BRUCE PARK	October 17,	1943
132	S.S. SILVER STAR PARK	November 3,	1943
133	S.S. WILDEWOOD PARK	November 22,	1943
134	S.S. MOOSE MOUNTAIN PARK	December 10,	1943
135	S.S. ARLINGTON BEACH PARK	December 31,	1943
136	S.S. WILLOWDALE PARK	January 20,	1944
137	S.S. QUETICO PARK	February 12,	1944

VICTORY TYPE

138	S.S. SUNNYSIDE PARK	March 1,	1944
139	S.S. PARKDALE PARK	March 23,	1944
140	S.S. QUEENS PARK	April 11,	1944
141	S.S. ATWATER PARK	May 9,	1944
142	S.S. TUXEDO PARK	May 23,	1944
143	S.S. DOMINION PARK	June 19,	1944
144	S.S. MOUNT ROBSON PARK	July 6,	1944
145	S.S. WESTON PARK	August 4,	1944
146	S.S. CORNISH PARK	August 31,	1944
147	S.S. QUEENSBOROUGH PARK	September 28,	1944

CANADIAN TYPE

148	S.S. WINONA PARK	October 21,	1944
149	S.S. MONEBELLO PARK	November 21,	1944
150	S.S. WAVERLEY PARK	December 19,	1944



TANKERS

plus Amenity ships
such as
"MEMESTRIS"

Words from Steel Fabrication – Names of Bridges (list requires verification)

Patullo Bridge 1935
Lion's Gate Bridge (to be confirmed)
First Avenue Viaduct 1937
Furry Creek Bridge 1957
Second Narrows Bridge 1959
Port Mann Bridge 1960
Mission Bridge 1971
Kitwanga Bridge 1974
Redecking Lions Gate Bridge 1974
Brunnette Overpass 1977
East Channel Bridge 1979
Vanderhoof Bridge
North Saskatchewan River Crossing 1985
Annacis Bridge (1974)

Phrases from Posters and Newsletters

Every rivet a bullet – speed the ships
Down our Ways (newsletter of Westcoast Shipbuilders)

Jokes and Phrases from WWII Shipbuilding

Will exchange one shift, eight hours of riveting bilge No. 7 hull for an equal number of hours in recognized beer parlour. Apply: How Dry I am. Riveter, you know where. Graveyard shift.

One Jacobs Ladder for hydraulic lift. Must be equipped with wine cellar and humidor. Apply to earthbound, No. 2 Gantry.

Workyard

Business Names:

North of First: Leamy and Kyles Sawmill; **Hunting Lea Lumber Co; W.F. Hunting Lumber Co; Vancouver City Corporation Yard; Dominion Bridge Co; J.H. Coughlan and Sons (extends east of Columbia)**; Cooks Wood and Gravel; Hayes Manufacturing; Vivien Gas Engine Works; Western Bridge (extends east of Columbia); Finning Tractor Marine Division; False Creek Tug Boat Service; ABM Hardwoods; Hingley Co. Ltd; **A&M Sawmill; Arrow Transfer;** Vancouver Rigging Co.; **Wilkinson Steel Co; BC Electric Substation;** Vancouver Mill and Machinery; Cannon (extends east of Columbia);

South of First:

First Avenue: Pierre Paris Tannery; J. Leckie Tannery (278 W. 1st); Canada (BC Tel) Shop (306); Progressive Engineering (356/360); City Pound (306)

Second Avenue: Murphy's (201); Willock Truck/Mid West Equipment (205-209); Hayes Manufacturing Co. (225); A.B. Cushing Mills Ltd. (245); BC Box Co. (295); Murray Latta Machinery (311); BC Tel (337); Bissinger and Co. Hides (345-365); White and Taylor Truck Bodies (445); Imperial Casket (425);

Some Words from the FIP and other maps/sources:

North of First, Columbia to Cook: Berth No. 2,3, and 4; time clocks; blacksmith's shop; gantry 'A', gantry 'B'; storage; compressor room, lunch room, carpenter shop; plank roadway; skylights; tool stores; gravel bunkers; crib; being filled in; harbour headline

North of First; Cook to Crowe: plank roadway; overhead crane; railway siding; wharf; transformer

North of First: Cook to Cambie: shed, pipe fitting shop, water works, electrical; stone bunkers; pavement, wood block cutting, creosoting; derrick hopper on trestle; draw bridge for unloading scows; traveling crane; catch basin manufacturing shed; meter testing, machinery storage; paving department; purchasing department; sewer department; ash bins, railway tracks

South of First, Cook to Cambie: workshop, processing, engineering works, warehouse, shipping, city pound

From a poster at the Cambie Yard: Our Signs for Your Safety

List of Flora and Fauna From Various Sources

The historic sources consulted mentioned the following:

Fish sole, perch, sturgeon, salmon, tommy cod, whiting

Ducks/birds mallard, pintal, teal, butterballs, hell divers, cranes

Mammals deer, elk, bear, seal, beaver

Flora fir, hemlock, cedar, Pacific crabapple (dense bush), tidal grass/swamp/muskeg (terms vary), spruce

More systematic research into the character of an estuarine wetland would likely yield a much longer list.

F. SOURCES CONSULTED

REPORTS

Listed below are recent reports relating to the history of Southeast False Creek. This is not a comprehensive bibliography. Readers should refer to the reports listed here for much more complete bibliographies.

Commonwealth Historic Resource Management Limited: Reports for the City of Vancouver.

The Historical Significance and Character of the Foreshore Lands at South East False Creek, draft submitted to the Real Estate Services Division, Corporate Services, April 2004.

Statements of Significance for (1) Central Machine Shop, Cambie Works Yard (2) Wilkinson Steel Building, 215 W. 1st Avenue, and (3) Salt Building, 85 W. 1st Avenue, August 2004.

Foreshore Lands, South East False Creek, Vancouver. Statement of Significance. Draft presented to City of Vancouver, Heritage Planning, September 2004.

Photo-Documentation, Cambie Works Yard, Southeast False Creek. Prepared for Real Estate Services, City of Vancouver, May 2005.

The Cannon Artifacts, Southeast False Creek. Report prepared for Stantec Architecture and SEFC Project Office in Association with Andrew Todd Conservators Limited October 2005.

The Historic Character of the Private Lands at South East False Creek. Report prepared for the City of Vancouver, February 2006.

OTHER HISTORICAL REPORTS

Robert K. Burkinshaw, *False Creek: History, Images, and Research Sources*, City of Vancouver Archives, Occasional Paper No. 2, Vancouver: City of Vancouver Archives, 1983.

Bruce Macdonald, *The Cannon Building, 145-195 West 1st Avenue*, Vancouver, BC. Prepared for the City of Vancouver, 1998.

MTR Consultants Ltd. *Historical Review: South East False Creek*. Prepared for City of Vancouver Housing and Properties, January 1994.

SHIPBUILDING INDUSTRY

There is a small literature relating to the shipbuilding industry in Vancouver that may be useful for both quotations and further images. Potentially useful works include:

Vicky Jensen and T.A. McLaren, *Ships of Steel*, Madeira Park, B.C.: Harbour Pub., c. 2000.

Down our Ways. Vancouver, West Coast Shipbuilders, Ltd., 1942-46. (VPL and City of Vancouver Archives, newsletter)

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