DRAFT CONSULTANT REPORT

June 9, 2017

Historic Context Statement and Thematic Framework Summary

Donald Luxton and Associates Inc.
Dated June 2017

Notice to Reader:

- The attached report was prepared as part of the Heritage Action Plan to inform the update of the Vancouver Heritage Register. This work includes broadening the understanding of heritage values and identification of potential sites to add to the Heritage Register that reflect greater diversity.

- Review of this report is underway by staff, stakeholders and the public. Feedback received will inform staff recommendations to City Council on the Heritage Action Plan.

- To keep updated on this work please join the email list by visiting the project website at vancouver.ca/heritage-action-plan or call 3-1-1.

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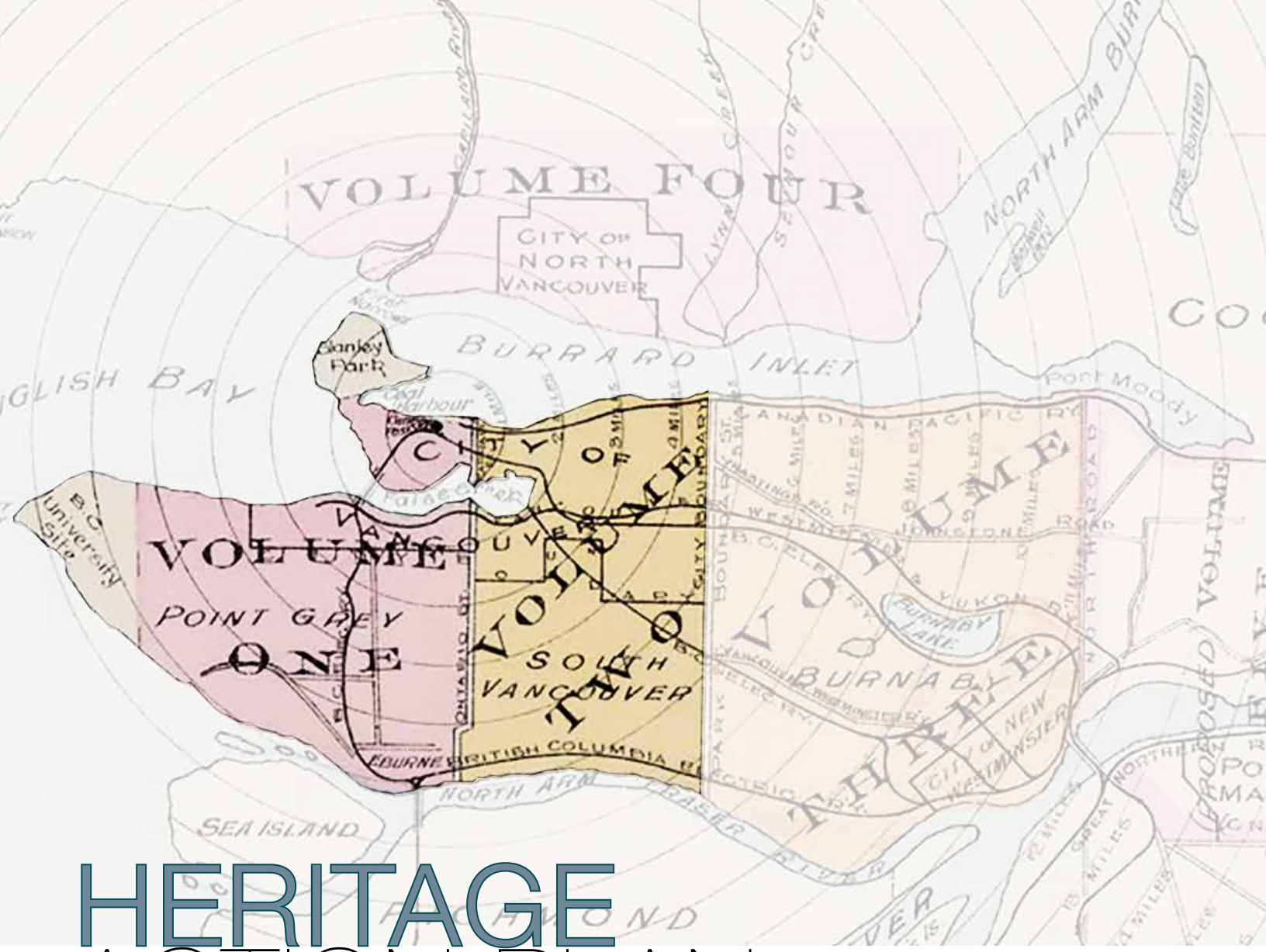

HERITAGE ACTION PLAN

VANCOUVER HISTORIC CONTEXT STATEMENT AND THEMATIC FRAMEWORK SUMMARY

JUNE 2017

DONALD LUXTON AND ASSOCIATES INC

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INTRODUCTION

The development of Vancouver was shaped by major geographical, political and socio-economic factors, which drove the establishment of the most important city in Western Canada. Located on the south side of Burrard Inlet, on unceded Musqueam, Squamish and Tsleil-Waututh territory, this location was chosen as the western terminus of the Canadian Pacific Railway, a link to the east that was completed on May 23, 1887. The connection of the railway to a superb natural harbour turned Vancouver into a bustling transshipment point for goods and people, enabling trade and commerce from Britain to Asia. As a strategic crossroads between east and west, Vancouver developed a rich, diverse culture based on a resource-based economy, fuelled by vast natural resources and some of the largest lumber, salmon canning and mining operations in the world.

The city grew in waves of economic booms and busts that resulted in a legacy of built form that demonstrates the evolution of a frontier settlement into a major urban metropolis. Vancouver's development over time was influenced by war and recession; the cultural and religious diversity of its people; the development of industries; works of engineering, infrastructure, and transportation; the formation of a complex governance structure; the provision of education and health care; and a unique social and cultural life that encompasses entertainment, leisure, a global tourism destination and a 'west coast' lifestyle based on an appreciation of nature and a mix of social activism.

Despite its explosive growth, Vancouver retains many significant heritage resources that provide a legacy of development from all eras of the city's history. Through a program of long-term stewardship, the City has retained a considerable amount of its heritage character. This legacy recalls and celebrates the pivotal role that Vancouver has played in the development of western Canada as a governmental, commercial, residential and industrial centre and as a major transportation hub. The story of

Top: Aerial view of Downtown Vancouver, 1979, City of Vancouver Archives (CVA) 515-22

Vancouver includes a rich and varied legacy of many diverse cultures and activities, including: First Nations' habitation and enduring legacy; the arrival of the railway; the development of a thriving Pacific port; ongoing multicultural settlement; the establishment of a regional economy; and development as an international city.

As a result of its rapid and dynamic growth, Vancouver retains the largest representation of heritage resources in Western Canada. This legacy has been recognized as an important inheritance from the past, and key examples of historic built form are conserved, celebrated and commemorated through the Heritage Conservation Program, initiated on the City's 100th birthday in 1986. Since that time, the Program has broadened to recognize many diverse heritage values that recognize the diverse spiritual and cultural values of its residents.

The City's Heritage Conservation Program includes policies and programs that have evolved since the 1970s, a Heritage Register that lists approximately 2,200 sites, hundreds of legally protected buildings, and protection of significant heritage areas. Through this carefully-developed program of long-term stewardship, the City has retained a considerable degree of its unique heritage character. Recognized at the national, provincial and civic levels, this legacy recalls and celebrates the pivotal role that Vancouver has played in the development of western Canada as a governmental, commercial, residential and industrial centre and as a major transportation hub. A number of these heritage resources are clustered in areas that represent key aspects of Vancouver's history and are valued for their special characteristics. This was recognized as early as 1971, when the Gastown and Chinatown Historic Areas were established in collaboration with the Province of British Columbia; these two areas have now been designated as National Historic Sites. Other heritage areas in the City of Vancouver represent important heritage values, and possess special and distinct characteristics. Other areas identified for their heritage values include Stanley Park National Historic Site, the Yaletown Historic Area and First Shaughnessy – which became a Heritage Conservation Area in 2015. Archaeological resources speak to the habitation of this area for many thousands of years by Coast Salish peoples. These heritage resources provide a deep and inspirational sense of connection between the community and the landscape, and its past and lived experiences. They provide a tangible, intangible and irreplaceable, expression of Vancouver's identity and are a reflection of the diversity of the community experience that has unfolded over time.

The City of Vancouver has also been a leader in embracing the new programs being developed since 2001 as part of the federal Historic Places Initiative. The City has adopted the *Standards and Guidelines for the Conservation of Historic Places in Canada* as the basis for the review and treatment of heritage properties. Since 2003, the City has been documenting heritage sites through the use of Statements of Significance and through inclusion of these sites on the Canadian Register of Historic Places.

Internationally, there has been a shift in heritage conservation towards a 'values-based approach' that recognizes the importance of embedded historical and cultural values as the basis for understanding our heritage. This approach is based on the recognition of the importance of different interpretations, levels and meanings of heritage value and considers a broad-based view that goes beyond just architectural and technological value. A values-based assessment of heritage also looks at the cultural, social, economic and environmental and even intangible aspects of our shared experience. It is important to consider that values are multivalent, and that a theme or a historic place can illustrate more than one value.

This evolving view of heritage also recognizes emerging trends in urban development and the need for integration and sustainability in community planning. This approach recognizes the cultural, social, economic and environmental importance of sustainability initiatives. Heritage conservation strongly supports all four pillars of sustainability.

Given our new, broader understanding of the importance of 'heritage value', it can be seen that there are 'gaps' in the existing Heritage Conservation Program. The primary goal of the Heritage Action Plan has been to re-examine the Program, and to recommend ways in which it can be rooted in a values-based approach. This process has included an update of the Vancouver Heritage Register, through a City-wide Historic Context Statement developed through community-guided research, a Thematic Framework that encompasses and illustrates the City's historical development, and the documentation of potential sites for inclusion on the Heritage Register. This will help define a sense of cultural and community identity, promote shared public responsibility for the City's heritage resources, and direct their future values-based management.

The project's scope of work has included the following:

The Development of a City-Wide Historic Context Statement
Historic contexts differ from other types of narrative histories in that they are meant to identify important themes in history and then relate those themes to extant historic resources or associated property types. The Vancouver Historic Context Statement has been based on a bibliographic review of existing literature, comprehensive historic documentation, and research on historic places. It distills what we know about the city's evolution and development, and establishes a framework for determining the significance of an individual place within one or more of the themes, subthemes and components identified in the Thematic Framework. As any site more than twenty years old may be considered for inclusion on the Heritage Register, the Historic Context Statement, and the Thematic Framework, are developed to as close to current time as possible.

The Development of a City-Wide Thematic Framework
To integrate the City of Vancouver's Heritage Conservation Program with a values-based approach, a city-wide Thematic Framework has been developed to identify key civic historic themes. Themes may relate to development patterns and trends, such as civic planning initiatives, and social, cultural, political and economic forces, and are not determined chronologically; they may relate to all or only parts of the Historic Context. Based on the content of the Historic Context Statement, additional research and consultation with City staff, a Peer Review Panel, residents and community participants, a set of historic themes was developed that defines the range of significant historic activities and places in the development of Vancouver up to the present, including the physical development of City as well as non-physical ideas, movements and events. The structure of the Thematic Framework is designed to be inclusive and expandable over time, and can be continuously updated as new information becomes available, new resources are identified and as other themes become apparent or relevant.

The Thematic Framework is organized into 5 broad themes, which are further subdivided into 32 Sub-Themes and 103 Components. It provides a means to organize and define historical events, to identify representative historic places, and to place sites, persons and events in an overall, city-wide context. It recognizes a broad range of values under which themes can be articulated, and has assisted in the development of criteria for the evaluation of sites considered for addition to the Heritage Register. Further, it provides a basis for the review of sites already listed on the Register, and strengthens the reasons for their inclusion. Over time, the Thematic Framework can be updated through the development of further sub-themes and components, as new research is undertaken and as different aspects of the city's historical development are better understood. The structure of the thematic framework is flexible, and as it is updated, specific components could be broken into individual elements as required.

Heritage Register Evaluation Methodology and Criteria
In order to update the Heritage Register to a values-based system, a new evaluation framework has been proposed.

Documentation of Historic Places
Through the development of the Thematic Framework, priority historic places that illustrate key historical themes have been identified, researched and documented. As part of the identification of potential sites to be included on the Heritage Register, there has been a public nomination process, as well as a review of the Vancouver Heritage Foundation's 'Places That Matter' program, which solicited public nominations. Heritage stakeholders, including Heritage Vancouver and the Vancouver Heritage Foundation, have been involved in the review process and have provided additional support and information. This information is being submitted under separate cover.

Heritage Planning Policy Framework
This included a review of tools and strategies, and the development of a series of program and policy recommendations. This is being submitted under separate cover.

This project has provided a broad overview of Vancouver's Heritage Conservation Program, and has confirmed that the planning work, interpretation, regulation and incentives pursued by the City for many decades has been an extremely effective base for the further development of a values-based approach to heritage management.

Overleaf: Panorama from City Hall, 1939, CVA 99-5025


CITY OF VANCOUVER
HISTORIC CONTEXT STATEMENT
CITY OF VANCOUVER
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HABITATION
THEME 2:
ECONOMIES
THEME 3:
GOVERNANCE
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Included on the Vancouver Heritage Register:
EVALUATION FRAMEWORK
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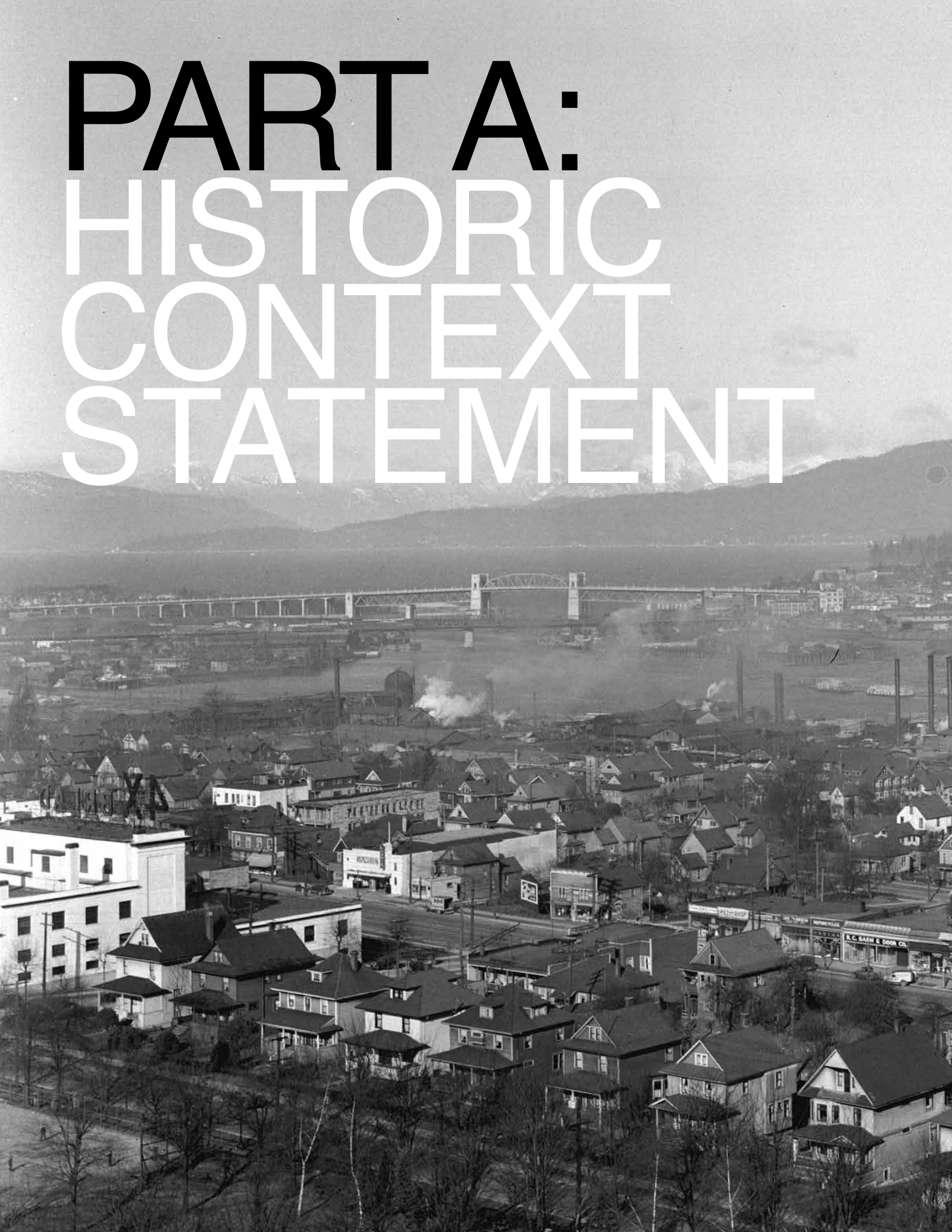
DOCUMENTATION OF HISTORIC PLACES

PART A:
HISTORIC CONTEXT STATEMENT




VANCOUVER ENGINEERING WORKS LTD.

1 WHERE THE RIVER AND THE MOUNTAINS MEET THE OCEAN

Earth, Air, Fire and Water; the four classical elements of nature have formed and shaped the coastal landscape of Vancouver. This magical place is unlike any other city in Canada. Wild, spectacular scenery, with rugged mountains suspended above expanses of water, provides a distinctive setting bright with reflected light when sunny, but more often moody grey under cloudy skies and blurred with misty rain. Located at the edge of a tectonic plate that is pushing west and still rising, the natural setting is both a challenge and a limitation. The life of its inhabitants – and the development of the city – has always been tied to its natural topography and resources.

Vancouver is located in a stunning natural setting, surrounded by water on all sides except its eastern boundary. The landscape of the city provides the key to unlocking our own histories, and understanding the development patterns and evolution of Vancouver's current form. These shifting relationships are related to the geological, hydrological and climatic events that have shaped not only what lies beneath the city, but also what flows through it, towers above it, and calls it home.

The rich natural heritage has been sustained by an abundance of natural resources. The ocean, rivers, and adjacent environs supported numerous fish species, shellfish, sea mammals, and plants that could be used as foodstuffs and as a source of materials. This land, which also provided a vast bounty of plants and animals, became intrinsically linked with the cultural identity of Coast Salish peoples.

Top: Ferns and trees near the end of Pipe Line Road, 1890, CVA A36814

The extinct cone of Little Mountain, the steep cliffs at Prospect Point, and iconic Siwash Rock remind us of our volcanic origins. The remainder of the city's topography, and its characteristic shoreline, are products of two highly influential natural forces: deglaciation and the potent force of the Fraser River. Vancouver's geological foundation of glacial clay, sand and boulders reflects the end of the last period of glaciation and the retreat of the sheet of ice, more than a mile thick, which once covered the region. In addition, deglaciation resulted in the current configuration of the Fraser River – the main channel for glacial meltwater in the region, and the most significant factor in shaping Vancouver's unique geography.

PRE-CURSOR TO FORM: DEGLACIATION

Over thirteen thousand years ago, the massive Cordilleran Ice Sheet began to retreat. This ended the most recent glacial event in southwest British Columbia, known as the Fraser Glaciation. As the weight of the ice continued to decrease, the land rebounded and the coastline began to rise. The next 9,000 years resulted in significant events that shaped the Gulf of Georgia and the Lower Mainland into their present day forms. At this time the land was at least 1,200 feet lower than it is today. By 11,500 years ago, the site of present-day Vancouver formed an island in the Gulf of Georgia (at the time 200 feet above present sea-level) along with its sister islands of Burnaby/ Coquitlam, Surrey and Abbotsford. Deglaciation was complete 9,000 years ago, ushering in the Holocene. This era marked the beginning of the establishment of numerous contemporary plant species such as Douglas Fir, Western Hemlock and Spruce. It also saw the emergence and proliferation of two of the most important natural resources on the coast: the cedar and the salmon.

SHAPING A UNIQUE GEOGRAPHY: THE FRASER RIVER

Draining an area of 85,000 square miles, the Fraser River carries sediments from its headwaters in the Rocky Mountains and deposits them at its mouth, creating the delta that forms most of the Lower Mainland. The Fraser has been carrying out this transportation and deposition for roughly 70 million years. The rich alluvial material deposited by the Fraser is ideal for agriculture, and continues to contribute to the City's largest beach area as it is drawn around Point Grey by the tides to form Spanish Banks. Without the immense volume and force of the Fraser River, the Lower Mainland's present geography would mirror that of the rest of the B.C. coast, with rugged mountains plunging directly into the Pacific.

HYDROLOGY

While the Fraser River played a significant role in physically shaping the city of Vancouver and the Lower Mainland, internal hydrology was also at work shaping the City. Once crisscrossed with waterways draining into False Creek, Burrard Inlet, the Fraser River and English Bay, the city was home to fifty salmon-bearing streams. The riparian habitat created by these streams and creeks served as significant sources of sustenance (summer berry gathering grounds) for the indigenous people of this area as well as bountiful sources of fish (salmon and trout). Riparian vegetation such as mosses and willow provided materials for weaving and warmth.

Brewery Creek, one of the city's largest inland waterways, exemplified the importance of Vancouver's creeks and streams in shaping the development of the City. The creek began on high ground near 37th Avenue and Fraser Street and flowed downwards to 'Tea Swamp,' which was located on low ground between 20th and 15th Avenues and Main and Fraser Streets. Tea Swamp was the source of a medicinal shrub known as Labrador tea, which grows abundantly in wet conditions. The creek later supported the establishment of the Mount Pleasant community, and also served as the water source for industries such as breweries and soda manufacturers. The remnants of this lost creek are found in the dips and bumps of the roads that now run along its course. Today, the vast majority of Vancouver's historic creeks and streams have been buried, culverted or diverted; recent initiatives to restore these hidden streams has resulted in several successful projects, such as the re-introduction of salmon to Still Creek.

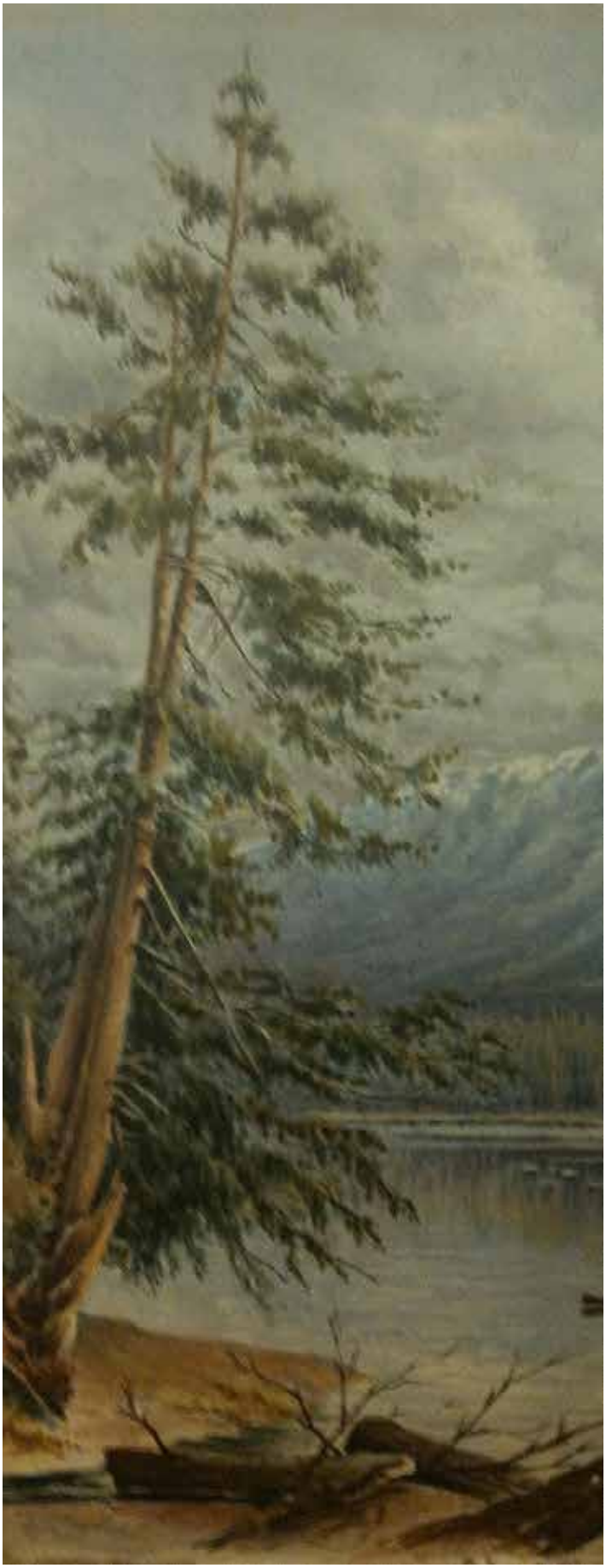
INHABITANTS: PLANTS AND ANIMALS

The land, which is now the site of the city of Vancouver, was once covered in rich forests of massive Douglas fir, cedar, pine, spruce, maple, yew and hemlock. Unique geological, climatic and hydrological conditions fostered the growth of some of the largest trees on the planet – Vancouver once supported trees that were up to 1,000 years old and over 300 feet tall. Beneath the canopy and in forest breaks, willow and alder flourished, and the undergrowth was composed of deer and licorice fern, pigeon berry, yellow violet, an array of mosses and liverworts, devil's club and the hearty yellow blooms of the swamp lantern (skunk cabbage) visible in the ephemeral wetlands dotting the forest floor. Salal, blackberry, thimbleberry, red and yellow salmon berry, blueberry, huckleberry, black cap (black raspberry), Oregon grape and crabapple grew beneath the forest canopy and in the riparian areas of the many creeks and streams and in moist soils. Forests supported larger mammals such as bear, cougar, lynx and wolves,

as well as songbirds, grouse and partridge. There were smaller areas of grasslands along the shoreline, around swamps and where lakes were created due to beaver dams. Clover, cattails, cinquefoil and tule reed as well as a plethora of grasses grew in these unique ecosystems. Areas rich in berries supported smaller wildlife such as skunk, porcupine, weasel, beaver, muskrat, groundhog and snowshoe hare, while grasslands provided grazing areas for elk and black-tailed deer. The mudflats of False Creek provided another unique habitat, home to various shore birds, waterfowl, mussels, clams and crab that were a rich source of sustenance for First Nations people. False Creek was home to flounder, sole, perch, sturgeon and smelt, while waterfowl flocked to the shores of Burrard Inlet. Swan, mallard, teal, butter ball and pin tails were found in abundance in the Inlet, as were seals, sea lions, whales and orcas. Today, Burrard Inlet hosts a significant habitat for major populations of Western Grebes, Barrows Goldeneye, Surf Scoter and Great Blue Heron. Other significant birds in the area include Purple Martins, Pelagic and Double-Crested Cormorants, Ospreys and Bald Eagles.

The Fraser River and its estuary are ecologically significant in supporting an abundance of wildlife. It is one of the richest salmon-bearing rivers in the world, home to all six species of Pacific salmon and one of the largest runs of sockeye salmon in the world. The Fraser also supports thirty-eight species of fish including sturgeon, char, whitefish, eulachon, trout, dogfish, smelt and herring. The estuary is also a feeding ground for over 200 species of birds including songbirds and game birds, and is one of the few places in the province where birds of prey such as falcons, hawks, eagles, owls and snowy owls overwinter. The Fraser River estuary serves as significant habitat for migrating birds and is a vital stop on the Pacific Flyway, a globally significant migratory pathway between South America and Siberia.

Over time, human modifications to the landscape included the logging of forests, filling of streams and infill of the False Creek Flats. Remnants of natural features, such as ravines, creeks and escarpments, remain throughout the city.



Painting of Cedar Cove, Vancouver, 1889

Right: False Creek Map, *Old Streams of Vancouver*, 1978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VIEW
CEMETERY

2 FIRST NATIONS

This land is an ancient place, and lies within the unceded traditional lands of the Musqueam, Squamish and Tsleil-Waututh First Nations. Since time immemorial, Coast Salish people have called this territory home. Their oral histories, place names, languages, villages, trails, resources, and sacred sites highlight the Coast Salish people's deep and enduring connections to their territorial lands, and are the foundation of Vancouver.

Thousands of years into the past, and continuing through to the late 1800s, when the European settlement of Vancouver began in earnest, the Musqueam, Squamish and Tsleil-Waututh inhabited this area. Despite the destruction of material evidence of the First Nations culture during the early colonizing period, the constant presence of indigenous people resonates throughout the intangible fabric of the city. Indigenous stories are written in the landscape, and recognition of the identity and continual connection of the original people to the area provides context and depth to the city's relatively recent, post-contact history.

As the landscape changed over time, the Coast Salish people adapted to these changes. Coast Salish communities always lived at the river mouth; as the location of the mouth changed over time, so did the locations of settlements. The region's first inhabitants developed tool kits of stone implements such as spears and flakes, which aided in the harvesting of the land and sea. Stone tools, such as spear points and flakes, are often the only evidence remaining of these early occupations, and are typically buried at great depth.

Top: Women and children in dugout canoe on Fraser River, circa 1890, CVA In P137

The development over the ensuing millennia reflected the stabilization of the sea level, and the emergence of the great forests that are the hallmark of the Northwest Coast. Cedar and salmon were critical resources that aided in the expansion and permanency of the Coast Salish peoples during this time. The harvesting and processing of land and sea resources were aided by the development of a complex toolkit, which in turn permitted the establishment of large seasonal occupied villages.

The Coast Salish culture underwent a period of dramatic change during the last 1,500 years. The distinctive cultural characteristics associated with Coast Salish people began to emerge, and would be further developed during the historic period. Toolkits became more elaborate and specialized; basketry reflected the work of highly-skilled weavers; objects for personal adornment demonstrated a new level of refinement; there was increased production of stone, wood, bone, and antler artworks – some of which may have possessed ritual aspects – and a more evolved residential architecture emerged during this period. Connections were maintained and relationships were solidified through trade between groups to secure resources that were not abundant in their traditional lands. Salmon was, as it is now, a crucial resource for the Coast Salish, and permeated all aspects of life. Cedar's inherent natural properties made it an ideal material for the wet conditions of the Northwest Coast, and it was used for canoes, dwellings, ceremonial objects and clothing. Streams and rivers also provided fish and birds for hunting, and added to complex marine subsistence practices. The area was crossed by trails that brought people to canoe launches, salmon streams, clam beds, and many other resource-gathering sites within the rich ecosystem. With canoe travel a regular part of everyday life, the mountains, rivers and beaches of the North Shore were closely linked and easily accessed for hunting mountain goat, and for harvesting blueberries and many other resources. The eco-systems, water systems, and canoe journeys were an integral part of Coast Salish educational and cultural systems.

Archaeological excavations carried out in the late 19th and early 20th centuries revealed early tangible evidence of First Nations cultural heritage. One such site, *ċəsnaʔəm* (commonly known as the Marpole Midden, is located in present day South Vancouver. It was an ancient village and burial site of the Musqueam people, dating back at least 4,000 years. This site, which originally covered an area of 4.5 acres, ranges in depth from 5 to 15 feet below the modern city. In the early 1890s, local ethnographer Charles Hill-Tout undertook extensive excavations and was amazed at the antiquity and extent of the site. His ongoing investigations for the city museum recovered diverse objects from *ċəsnaʔəm*, which are reflective of the stable economic base of the early First Nations settlement. In the 1950s and 1960s, UBC professor Charles Borden undertook further salvage projects at the site, and was the first to draw links between its inhabitants and the contemporary Musqueam. Other First Nations sites located under the modern city of Vancouver include *x̱wáýx̱way*, (Whoi Whoi), which was one of the largest villages in the region, located near what is now Lumberman's Arch in Stanley Park and is estimated to have been inhabited for more than 3,000 years. Sheltered from prevailing winds, and with calm waters for landing canoes, it was a gathering place for people from surrounding villages to celebrate community events. Large potlatches, involving thousands of participants from Coastal Mainland and Vancouver Island First Nations, took place as late as the 1870s and 1880s at *x̱wáýx̱way* including a great potlatch that was held in 1875 in the chief's longhouse Tay-Hay. With Contact came the transmission of European diseases, and by the 1880s smallpox devastated the people of *x̱wáýx̱way* and *ċəsnaʔəm*. Subsequently the survivors relocated to other villages around the region.

The Coast Salish assemblage of carved ceremonial art was not as extensive as that of northern First Nations' groups; however, the quality of workmanship and design was unparalleled. Carved objects included rattles, combs, house posts, and the ceremonial sxwayxwey mask. Another art form of the Coast Salish was their weaving of capes and blankets, and basket making. The skill and quality of workmanship was, and continues to be impressive and world-renowned.

3 CONTACT

By the 1770s, contact with European explorers significantly altered the way of life of the Pacific Northwest Coast First Nations people, including the Coast Salish. The first contact along the coast occurred in 1774 between Spanish navigator Juan José Pérez Hernández, the first European to sight the Queen Charlotte Islands and Vancouver Island. He traded with the indigenous people of the Haida and Nuu-chah-nulth near Estevan Point, although apparently without landing.

It was not until Captain James Cook's arrival on the coast in 1778 that exploration, trade, and settlement began in earnest. Initially, interactions were mutually beneficial, with each culture adeptly trading for each other's desired goods, which in turn elevated the position of some First Nations groups and individuals above others. In 1791, the first European explorers in the Vancouver region, Juan Carrasco and José Maria Narvaez, entered the western part of Burrard Inlet. The following year, Captain James Vancouver became the second European to enter Burrard Inlet. Later exploration of the Fraser River opened up the possibilities of inland trade routes. This exploration and settlement is demonstrated in the names given to the land as it was mapped, which referenced European names or people, such as Spanish Banks and Point Grey.

Over time, the relationships between the Europeans and the First Nations deteriorated, in part due to the diseases the Europeans brought with them, and their interest in maximizing the profits that they wanted to reap from the area's vast natural resources. The Hudson's Bay

Top: Workers with shovels and pick-axes clearing a *x̱wáýx̱way* shell midden for road construction in Stanley Park, 1888, CVA SGN 91

Company and the North West Company expanded the fur trade, which would eventually dominate the trade between the two culturally-diverse groups through the establishment of permanent posts. The first fort in Stó:lō territory, Fort Langley, was constructed by the HBC in 1827. Other permanent trading posts were established throughout the northwest coast and subsequently resulted in the re-settlement of First Nations' people near the posts and increased dependency on European goods, which presented inherent dangers to the First Nations' traditional way of life.

As early as 1818, British and American Commissioners had fixed the border between the United States and Canada at the 49th parallel from the Lake of the Woods west to the Rocky Mountains. The extension of the border to the Pacific Ocean was an issue that remained unsettled for decades. Great Britain wanted the border drawn at the Columbia River, while the Americans wanted it much farther north at 54 degrees 40 minutes. Pushed by political urgency and increasing immigration, the Oregon Treaty of 1846 resolved the international border at the 49th parallel, while reserving the whole of Vancouver Island for British interests; three years later Vancouver Island became a British colony. The future site of the city Vancouver fell just to the north of the British side of the border, setting the stage for it to develop ultimately as a Canadian city.

The population of coastal First Nations, who had thrived for millennia, began to decline significantly as European exploration activity increased, starting with Captain George Richards' 1859 Royal Navy hydrographic survey of the northwest coast shoreline. Following contact with the outside, indigenous culture was devastated by the introduction of epidemic diseases and the arrival of missionaries. Both events forever altered the Coast Salish, through devastating loss of life, loss of traditional lands, and deterrence of traditional practices. Infectious disease such as measles and smallpox first appeared on the coast with an epidemic of smallpox in 1782, and multiple subsequent epidemics occurred in the first decades of the 19th century. Compounding the devastating effects of disease was the arrival of missionaries whose intent was to transform indigenous life by eradicating traditional belief systems, ceremonial life, cultural practices, and traditional socio-economic practices. In the past, the strength of First Nation's groups would not have permitted this; however, already devastated by disease, many groups conceded in order to receive aid from missionaries in hopes of protecting their remaining populations.

The development of early British Columbia was both colonial and commercial, fueled by expansionist militarism and the availability of vast natural resources, but subject to violent swings in economic cycles and outside political interests. By the middle of the 19th century, the vast potential of these 'empty' western lands was well recognized on the increasingly crowded Atlantic seaboard of the continent. The coastal areas were most easily reached by water, but the vast interior areas remained mostly untouched by Europeans until rumours of gold strikes on the Fraser and Thompson Rivers circulated in the fall of 1857. Gold fever reached a 'boiling heat' as stories started to circulate of gold lying thick in the riverbeds. As reported in *Victoria Illustrated*: 'Then came news of gold discoveries in various parts of the country tributary to the struggling settlement, and then the influx of the army of the Argonauts. From California, where they tasted the sweet and bitter of the gold fever, the treasure-seekers, with pick and shovel, poured into Victoria, equipped themselves and passed on in hundreds and thousands to the Fraser.' The area was suddenly swamped with a diverse range of opportunists, many of whom were American. The situation was clearly out of control, and it was feared that the area would be overrun, and be claimed again by the United States. The English Secretary of State for the Colonies proclaimed the mainland territory of New Caledonia as the Crown colony of British Columbia in 1858, and James Douglas was named as governor of both colonies. A detachment of Royal Engineers was sent who would help establish law and order, provide military protection, build roads and bridges, and survey new town sites. New Westminster, the new capital of the mainland colony, was incorporated in 1860 as the first city in western Canada. Successive discoveries of gold farther and farther inland continued to draw in prospective miners, and Douglas struggled to ensure the consolidation of supply routes and the establishment of new settlements. When the contingent of Royal Engineers could not keep up to the demands, civilian crews were hired to survey and build roads, straining the meagre colonial budgets. With the gold strikes in and around Billy Barker's claims on Williams Creek, the Cariboo Gold Rush began. British Columbia became known as the 'Gold Colony.'

The colonial government was anxious to encourage development and settlement in the new colony of British Columbia. Food production was encouraged and deemed necessary as a suitable exploitation of land. With its rich alluvial deposits from the annual river flooding, the land in the lower Fraser River proved ideal for farming. Starting in the early 1860s, the non-indigenous

development of Marpole began with the pre-emption of large parcels of land for farming purposes along the north side of the Fraser River, shaping Vancouver's future development patterns. These early farms produced potatoes, vegetables, wheat, and oats, and orchards and pasturelands were established for the production of beef and dairy products, delivered to markets in New Westminster by steamers that plied the river. After the river froze one year, local settlers were contracted in 1862 to build a trail, known as River Road, to New Westminster. An original First Nations route became the basis of the new road, which would later become South West Marine Drive.

The rag-tag colonies of Vancouver Island and British Columbia continued to grow under pressure from the gold-seekers, and in 1866 they were formally united as the Crown colony of British Columbia, with New Westminster chosen as the first capital city. Permanent settlements were being established, and substantial buildings started to challenge the vast natural landscape. In 1870, a Land Ordinance was passed that facilitated the pre-emption of land for those who were male, British and at least eighteen years old.

British Columbia's entry into Confederation was almost inevitable, given the shifting balance of power on the Pacific. Unease over the turmoil that followed the American Civil War, the American purchase of Alaska in 1867, the end of the Hudson Bay Company's local dominance, and faltering economic returns were all contributing factors to a final resolution of the issue. In 1867 the British Parliament passed the British North America Act, which contained a provision for the entry of the Colony of British Columbia into the new Dominion. The future of the colony was of great concern to the many British capitalists who had extensive investments in many different enterprises, including the financial bonds of the colonial government. From London, there were calls for the construction of a railway that would span the continent, the key project that would benefit and enhance Britain's worldwide interests in trade and Empire. British Columbia joined Confederation in 1871, and the stage was now set for an unprecedented exploitation of the vast natural resources of the Pacific Northwest. Surveys for the transcontinental railway started the day that British Columbia entered Confederation.

With the colonial British expansion that followed, the population started to boom in the lower mainland, and the First Nations inhabitants were seen as an impediment to development. Demand for more land resulted in the government pushing First Nations onto small reserves, thus opening the land for non-Native settlement. The passage of the Indian Act of 1876 impacted Coast Salish peoples through its further restriction of traditional lands, and subsequent restriction of traditional ceremonies, lands, and economies. Industrialization, and the loss of forests, marshes, salmon-bearing creeks and beaches caused resources to disappear with a resulting loss of traditional first Nations culture and transference of knowledge. Some reserves were established in areas of traditional significance and use; however, many were not, and the overall result was a patchwork of reserves throughout coastal British Columbia. The main Musqueam reserve was established at the southwest corner of the city, along the Fraser River. The Squamish settlement of *Seṅákw* was established as Kitsilano Indian Reserve 6, on what is now known as Kitsilano Point. In 1886 and 1902, portions of this reserve were confiscated, and ultimately the inhabitants were barged to other reserves on Burrard Inlet. The Tsleil-Waututh reservation was moved to the east side of North Shore, near Deep Cove. Indian people (as indigenous peoples were then labelled by the federal government) were not allowed to pre-empt their land, as the new European settlers were encouraged to do. As British and European exploration and settlement of the coast continued and missionaries arrived, Coast Salish traditional cultural and educational systems and lifestyles were significantly transformed, and often erased altogether.

Many indigenous place names were replaced with colonial names, and many sacred sites, including ancestral burials, were altered and destroyed as a result of both ongoing development and actions of ethnographers and archaeologists. In 1888, half of the *x̱wáýx̱way* midden was destroyed as part of road construction in Stanley Park, and the shells from the midden were used to pave Park Road. The road that connected Vancouver to Sea Island, constructed in 1889, opened up part of the Marpole Midden in South Vancouver. Marine Drive was cut east-west through the Marpole Midden in 1908, and the site was largely destroyed when the Fraser Arms Hotel was built in the 1950s.

The pre-existing indigenous cultural landscapes were replaced by colonial landscapes, making the Coast Salish people relatively invisible in the urbanizing areas, though their cultural ties to this these areas, as part of their traditional territory, remain to this day.

Right: A chart showing part of the coast of N.W. America: with the tracks of His Majesty's sloop Discovery and armed tender Chatham; from *A Voyage of Discovery to the North Pacific Ocean, and Round the World*, 1798, Library of Congress 2003627084


A CHART
shewing part of the
COAST OF N.W AMERICA,
with the tracks of His MAJESTY'S Sloops
DISCOVERY and Armed Tender CHATHAM:
Commanded by GEORGE VANCOUVER Esqr and prepared
DISCOVERY and Armed Tender CHATHAM:
the Continental Shore has been traced and Ascertained from
HANOVER
ENTRANCE of COLUMBIA RIVER
GRAYS HARBOUR
PORT DISCOVERY

4 EARLY BURRARD INLET SETTLEMENTS

Colonial settlers continued to be drawn by the opportunities offered by these rich coastal lands. Church, state, military and commercial interests wove a net of connections that tied together isolated frontier settlements. The trickle of immigration became a flood, as numerous contributing factors led to a mass exodus from Europe, especially from England and Scotland, starting in the 1870s. The population in Great Britain was increasing as more children survived into adulthood due to better sanitation and medical care, but it was the devastating effects of the agricultural depression of the second half of the 19th century that finally drove many to seek a new life in the colonies. As transportation became more efficient, access to world markets increased, and British farmers could not compete with the influx of cheap food flooding their country. Mechanized crop farming on the American Prairies caused a dramatic drop in grain prices; British crop farmers converted to grassland, and invested in milk production. The result was huge milk surpluses, and attempts to produce cheese were frustrated by the ready availability of American product at half the price. Nature itself seemed to turn against the British farmer. The summer of 1879 was marred by constant driving rain that turned the whole countryside into ooze. Crops spoiled, and diseases like liver rot became epidemic among sheep, killing millions of them. The rain did not let up until the end of 1882. Then several summers of intense heat followed, and into the early 1890s there were alternating bouts of drought and rain. Many just gave up struggling, and between 1870 and the turn of the century, 700,000 British farmers and farm workers emigrated to start a new life in Australia, New Zealand,

Top: New Brighton Hotel, 1886, CVA Dist P13

South Africa and Canada. This constant pressure to emigrate drove many to the west coast of Canada, seeking their fortune.

The first European settlers on Burrard Inlet were loggers and missionaries. By the 1860s and 1870s, increasing numbers of Europeans arrived and initiated a more intensive harvesting of natural resources; fisheries were established, saw mills sprang up on Burrard Inlet, canneries were built on the Fraser River, and agricultural land was pre-empted along the Fraser River. The new settlers were predominantly British, although multiple cultures worked in the local mills and in various commercial businesses. At a time when few trails penetrated the forest that covered the area, early settlements clustered along the waterfront where the resource industries provided employment to many different cultural groups. An example is the Kanakas, Hawaiians who came to British Columbia early in the 19th century to work for the Hudson's Bay Company in the fur trade. Some Kanakas moved to Burrard Inlet in the 1860s to work in the saw mills, married local women and established a small community known as Kanaka Ranch in Coal Harbour at the entrance to Stanley Park. Intermarriage between Coast Salish women and the Europeans was also common, and a number of prominent settlers such as Joseph Mannion, Gassy Jack Deighton and Portuguese Joe Silvey were married to First Nations women. Silvey came to the British Columbia coast in 1860 on a whaling ship; typical of the versatility of the early settlers, when the local whaling industry collapsed around 1870, he opened a saloon on Water Street.

HASTINGS TOWNSITE

In 1859, the Royal Engineers built a trail through the forest from New Westminster to the ice-free harbour of Burrard Inlet; a town site reserve was established on the water at the north end of the road. A small settlement was established, originally known as 'End of the Road,' and on July 10, 1869, lots were offered for sale at a public auction; 40 lots were offered at an upset price of $50 each, and holders of improved lots were able to purchase at the upset price. The town site was called Hastings to commemorate a visit by British Navy Admiral George Fowler Hastings, and grew to include the first local post office, customs, road, bridge, hotel, stable, telegraph, dock, ferry, playing field, museum, and CPR offices. The settlement was popularly called New Brighton – the 'Brighton' of the mainland; a hotel built here in 1880 known as the new 'Brighton House' perpetuated the name; for years it was a fashionable resort and weekend retreat for the elite of the province's capital city, New Westminster.

During the early 1880s, there was ongoing uncertainty about where the transcontinental railway would terminate, and the CPR appeared to vacillate between Port Moody and Granville. Although still a very rough frontier settlement, Hastings continued to develop halfway between the two sites as one of the only places that settlers could find lodging and services. Notable among them was Henry Ogle Bell-Irving, who arrived in October 1885, after the decision had been made to extend the railway to Burrard Inlet. Sensing the opportunities that were about to unfold, Bell-Irving borrowed money to return briefly to England in February 1886 to marry his betrothed, Maria Isabel (Bella) del Carmen Beattie. The newly-married couple returned by ship to New York, by railway to San Francisco, by steamer to New Westminster, and by oxcart to Hastings, where they took up residence at Black's Brighton House Hotel. As Bella entered the hotel she tripped over a corpse on the floor, but was told by a logger at the bar not to worry about hurting him, as he was already dead. Her reaction can only be imagined, but Henry Bell-Irving's faith in the future remained unshakable, and he rowed three miles each day to his architectural office in Gastown. After the Great Fire, it was clear that the focus of development would shift to the new city of Vancouver, which soon sprouted an ever-increasing number of new houses and buildings.

STAMP'S MILL / HASTINGS MILL

Stamp's Mill was the first commercial operation on the south shore of Burrard Inlet, around which the settlement grew that ultimately became Vancouver. In 1865, Captain Edward Stamp formed a company in England, backed by capital of $100,000, to produce lumber in British Columbia, and secured from the colonial government of British Columbia the right to purchase or lease 16,000 acres of timber on the lower coast. Stamp decided that Brockton Point would be an ideal location for a lumber mill, and cleared close to 100 acres with the permission of colonial officials, but the tides in the area proved to be challenging; he moved east and established Stamp's Mill at the foot of what is now Dunlevy Avenue. Delayed by the failure of crucial machinery parts to arrive from England, Stamp did not begin cutting lumber for export until June 1867. He ended his relationship with the mill after less than two years, and shortly thereafter the company went into liquidation in England. The mill closed for a period in 1870 but opened again in August after being purchased by Dickson, DeWolf & Company of San Francisco, and became the Hastings Sawmill Company, known simply as Hastings Mill.

The early settlement around Hastings Mill was a company town. People shopped at the Hastings Mill Store and sent their children to the Hastings Mill School, which

included students from Moodyville on the opposite side of the inlet. One of the local landmarks was the Princess Louise Tree, named in honour of Princess Louise, fourth daughter of Queen Victoria, who visited Hastings Mill in 1882 with her husband, the Marquis of Lorne. The tree was going to be cut down for the royal visitor's entertainment, but Princess Louise was captivated by its beauty and begged for it to be spared. The tree withstood the Great Fire, but was apparently damaged enough that it had to be cut down in the following weeks.

The lumber industry remained the backbone of the new settlement's economy, and Hastings Mill was 'the nucleus around which the city of Vancouver grew up in the 1880s' and remained important to the local economy until it closed in the 1920s. After the Mill closed, the building that housed the Hastings Mill Store was transported by barge to the foot of Alma Street to begin a new life as a museum. This was one of the only structures to survive the great fire in 1886 and was used at the time as a hospital and morgue for the fire's victims.

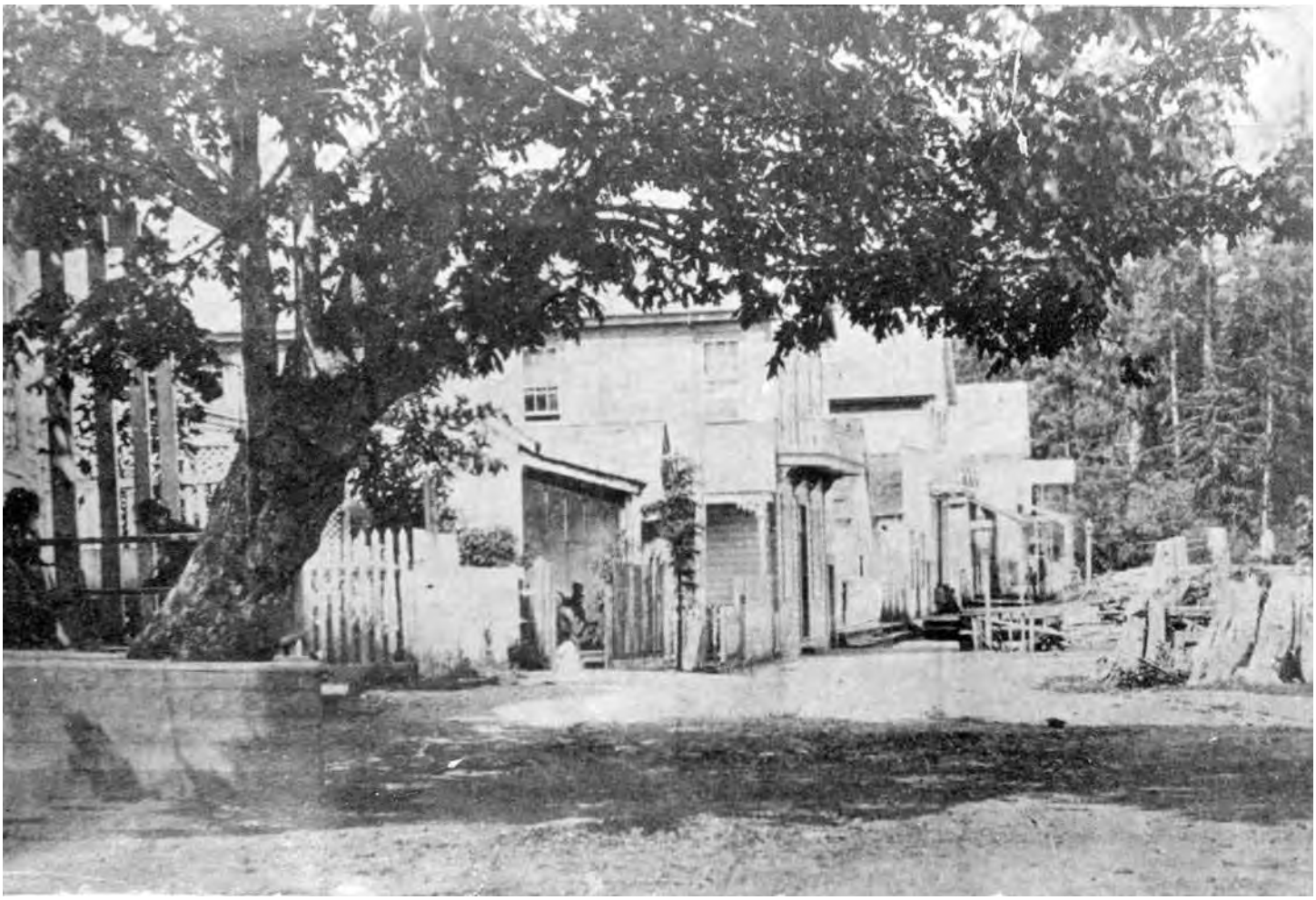
GRANVILLE / GASTOWN

John 'Gassy Jack' Deighton, a Yorkshire seaman, steamboat captain and barkeeper followed the gold rushes to North America, and between 1862 and 1867 ran a bar called the Globe Saloon in New Westminster. It prospered during the Cariboo Gold Rush, but in 1867, Deighton left town to visit the mineral hot springs near Harrison Lake, and entrusted the bar to an old American shipmate. On July 4th, the celebrations got out of hand and Deighton returned to find his business ruined. Deighton's old friend, Captain Stamp, persuaded him to start over and open a saloon on the south side of Burrard Inlet, which he named the Globe Saloon. Deighton arrived in the area with little more than $6 to his name, a few simple pieces of furniture, his native wife and a 'yellow dog.' His bar was built by idle sawmill workers in exchange for all the whiskey they could drink in one sitting.

This was the only watering hole within twenty-five miles. A rag-tag settlement developed around the tavern, a rough and rowdy resort for off-work loggers and fishermen as well as the crews and captains of the many sailing ships which came to Hastings Mill or Moodyville (which was a dry town) to load logs and timber. Hastings Mill grew rapidly as a centre of trade and commerce, and in 1870 the colonial government commissioned Frederick Walter Green, a British surveyor and architect, to survey a six-acre townsite named Granville in honour of the British Secretary of State for the Colonies, Lord Granville. This survey is still embedded in the city's fabric as Old Granville Townsite, and created a template for the establishment of a growing settlement strung out along the waterfront. Deighton's bar was located in the middle of a street when the townsite was established, and it was demolished. He then bought a nearby lot for $135 at the southwest corner of Carrall and Water Streets, where he built Deighton House. Granville became popularly known as 'Gastown' in honour of Gassy Jack's reputation for being 'gassy' and entertaining customers with 'desperate adventures and hairbreadth escapes from Sydney docks, Yankee road agents, Mexican bandits, grizzly bears, etc.'

British Columbia had established itself in the international marketplace for prime lumber, with eager customers in Australia, South America, and China. The continued growth of the lumber industry encouraged the formation of transportation routes to and from the already established communities of the Lower Mainland, including New Westminster and Moodyville. But it was the announcement that the western terminus of the Canadian Pacific Railway's transcontinental line would be moved from Port Moody to Burrard Inlet that ushered in an explosive phase of growth. The coming of the Canadian Pacific Railway drove extremely rapid changes and catapulted the raw frontier settlement into the forefront of the province's transportation and industrial activity.

Hastings Sawmill, 1913, CVA Mi P60



Water Street, Gastown, circa 1882, CVA Dist P11.1

5 TERMINAL CITY

The progressively western march of the railway created a momentum of settlement, and promoted the development of an economy based on the exploitation of natural resources. British Columbia's seemingly unlimited potential was widely publicized throughout Eastern Canada, the United States, and Great Britain. Many restless settlers followed the railway in the 1880s, seeking their fortunes throughout the western lands. Towns sprang up along the new rail line, which allowed ready access to the agricultural land of the Prairies, large ranches in B.C.'s interior, new mineral claims, endless stands of untouched timber, and the vast fish stocks of the Pacific. A loose collection of settlements strung across the province began to provide an infrastructure for the development of more permanent settlements. The extraordinary confluence of vast natural resources, the ice-free harbor of Burrard Inlet, the mouth of the mighty Fraser River, and the arrival of transcontinental railway ensured that Vancouver would attract waves of new settlers seeking their fortunes, and ultimately become the largest city on the Canadian west coast.

For adventurous British individuals, the Empire offered opportunities for mobility and professional achievement. With little chance of ever rising to the top in the increasingly rigid society of the Mother Country, the glittering possibilities of the New World proved irresistible to many. Seeing nothing to lose and everything to gain, they set off to the ends of the Empire looking for adventure and fortune. The dream of a transcontinental railway that would unite all of Canada was the catalyst for even more intense settlement. Finally completed in the mid-1880s, the railway provided the means to move masses of settlers, and the great westward immigration

Top: Crowds at C.P.R. wharf viewing the arrival of the first train in Vancouver, May 23, 1887, CVA LGN 465

reached its height. Many of the new settlers from Great Britain had been lured west by the CPR's breathless accounts of British Columbia's booming economy and unlimited opportunities. They were sometimes drawn by promotional material, such as the products and photographs of British Columbia displayed at the Glasgow Exhibition of 1883. But despite ongoing boosterism, conditions on the west coast of Canada were still extremely primitive, and settlers – many of them used to urban comforts – suffered hardships as new communities were carved out of the deep forest and rugged landscapes. Finding only hard work and privation, many later complained that they had been misled about the so-called golden opportunities in the west.

THE COMING OF STEEL

There had been an intense rivalry between Victoria and the mainland for the terminus. Despite the technical feasibility of building a causeway to the Island, the CPR never seriously considered it, as they stood to make much more money from the undeveloped land on the mainland, and had no real tie to the Victoria interests. The matter was settled when the Fraser Valley route was chosen for the railway. Port Moody was chosen as the 'end of steel.' In an effort to mollify the malcontents on the Island and quell talks of secession, enormous concessions, including one-fifth of Vancouver Island's land area, control of the coal fields on the Island's east coast, and $750,000 were given to Robert Dunsmuir in 1883 to build a rail line between Esquimalt and Nanaimo, which was rushed to completion by 1887. Victoria remained the provincial capital, locked in place a few years later with an elaborate new Parliament Building, but to those with open eyes, the future now clearly belonged to the mainland.

> *A railway from the Atlantic to the Pacific, all the way on British soil was long the dream of a few in Canada. This dream of the few became, in time, the dream of the many, and on the confederation of the British North America provinces, in 1867, its realization was found to be a political necessity. Then the Government of the new Dominion of Canada set about building of the Canadian Pacific Railway, a work of such vast proportions that the richest empire of Europe might well have hesitated before entering upon it... With just pride in her work, Canada presents it to the Empire as her contribution to its power and unity — a new highway to Britain's possessions in the East, guarded by loyal hearts. But she will not rest with this. Her new iron girdle has given a magnetic impulse to her fields, her mines and her manufactories, and the modest colony of yesterday is to-day an energetic nation with great plans, and hopes, and aspirations*[1].

David Oppenheimer was among those who understood the opportunities of the transcontinental railway, and turned his considerable business acumen to land development. Oppenheimer and his family followed the California Gold Rush, then relocated to Victoria in late 1858, establishing stores that catering to the prospectors and settlers in the Interior of the Colony of British Columbia at Yale, Hope, Lytton and Barkerville. David Oppenheimer did extensive business with the Canadian Pacific Railway during its construction through the mountains of British Columbia in the 1880s, and participated in a syndicate with Andrew Onderdonk to construct sections of the rail line near Yale. Realizing the potential economic impact of the railway, David Oppenheimer persuaded several partners to join him in 1878 in the Vancouver Improvement Company, and bought 300 prime acres on Burrard Inlet. In the summer of 1884, he and other Victoria investors bought more land at Coal Harbour and English Bay, lobbied the provincial government to assist the CPR in extending its line westward from Port Moody, and encouraged other private landowners to join them in donating about 175 acres to the railway to ensure that the CPR would bring the railway all the way to Burrard Inlet.

After years of controversy, foot-dragging and political maneuvering, on November 7, 1885, Donald A. Smith, the chief financier of the Canadian Pacific Railway, drove the Last Spike at the isolated mountain town of Craigellachie, British Columbia. The first passenger train on the 'Imperial Highway' arrived in Port Moody on July 4, 1886, but the CPR had already come to the conclusion that their needs would best be served by the establishment of a deep-water port, and Burrard Inlet was the obvious choice. In exchange for extending the line to the tiny settlement of Granville, the province granted the CPR a land subsidy of 6,000 acres. At the beginning of 1887, the three largest landholders in the new city were the CPR (assessed value $1,000,000), the Hastings Saw Mill ($250,000) and the Vancouver Improvement Company ($125,000). The stage was already set for explosive development, which began even before the arrival of the first train on May 23, 1887.

> *The Canadian Pacific Railway exacted a heavy price from the town of Vancouver for agreeing, in 1884, to move its yards 14 miles west from Port Moody. In exchange for this guarantee of prosperity, called 'the miracle wrought by transportation'… the railway was given enough prime land to ensure its dominance of civic development for much of the ensuing century*[2].

THE GREAT FIRE

In anticipation of the arrival of the railway, Granville was incorporated as the City of Vancouver on April 6, 1886. The blasting of stumps and the noise of hammering was heard night and day as the city readied itself for its role as the terminus of the railway and the new port on the Pacific. Catastrophic fires were not uncommon in western settlements, with wooden buildings huddled close together, coal and wood being burned for fuel and little available firefighting equipment, but few were as completely destructive as The Great Fire that annihilated the new city just two months after it was formally established.

A conflagration started on a Sunday afternoon, June 13th, and reduced Vancouver to ashes in less than an hour. Crews were clearing brush for the new CPR Roundhouse on the north side of False Creek when sudden gusts of wind blew hot sparks into the adjacent underbrush and remaining stands of timber. From there it jumped within minutes to the wooden buildings of downtown, which exploded into flames. There was no chance to fight the blaze, and people ran for their lives. The fire ran so rapidly down the board sidewalk on old Hastings Road that people had to jump into the street to avoid it. Members of the Squamish Nation, previously evicted from the land and relocated to North Vancouver at Ustlawn, launched canoes to cross Burrard Inlet and rescue those who were floundering in the water; many survivors of the fire were paddled to the safety of the North Shore. As the flames bore down on the Mill, the winds abruptly shifted directions and the fire sputtered out, but not before more than twenty people had died and the town had been essentially destroyed.

> *Probably never since the days of Pompeii and Herculaneum was a town wiped out of existence so completely and suddenly as was Vancouver on Sunday. All the morning the usual pleasant breeze from the ocean was spoiled by smoke from fires in the portion of the townsite owned by the C.P.R. Co., west of the part of the town already built, but no alarm was felt in consequence… It was about two o'clock in the afternoon that the breeze which had been blowing from the west became a gale, and flames surrounded a cabin near a large dwelling to the west of the part of the city solidly built up. The flames spread from this building to adjoining ones with amazing rapidity… Persons living near the Harbor and in the eastern part of the city hurried towards the wharves at the Hastings Mill, and crowded upon the steamers moored to the wharves. On the steamers and wharves, while the city was a mass of roaring flame, were gathered hundreds of frightened men and sobbing women and children. The disaster was one of the most sudden and terrible which ever in the history of the earth has overtaken a community. The number of buildings destroyed is estimated at from 600 to 1000. In the west end of the city one building alone remains. In the east end are the Hastings mill, which was saved by the wind veering to the north, and the dwellings of Mr. R.H. Alexander and Ald. Caldwell. On the banks of False Creek two hotels and eight or ten other buildings escaped. This is all that remained of the City of Vancouver on the morning after the fire*[3].

Vancouver began its rise from the ashes the very next day. There was no time to lose as the transcontinental railway – the reason for the new settlement's existence – was approaching rapidly from the east. Four of F.W. Green's survey posts still remained in place from which it was possible to re-establish the townsite. Teams of horses were delivering lumber by 3 o'clock Monday morning, and by daybreak people were starting to rebuild. That morning, Mayor MacLean sent a telegram to Prime Minister Sir John A. MacDonald that said simply 'Our city in ashes three thousand homeless. Can you send us any government aid?' Many newly-opened stores held sales of 'slightly-singed' goods, and the construction of new, more permanent buildings was underway as soon as the ground cooled and could be cleared.

'THE FOREST VANISHED AND UP WENT THE CITY'

'Terminal City' rose like the Phoenix in time for the arrival of the first passenger train, pulled in by Engine #374 on May 23, 1887, the eve of the celebration of Queen Victoria's Golden Jubilee. Vancouver's growth was explosive, and architects and builders struggled to keep up with the demand. A CPR promotional pamphlet in 1887 boasted that 'The city is new indeed; only one or two of its many buildings were here twelve months ago — a forest stood here then. The men who built the town could not wait for bricks and mortar, and all of the earlier houses were built of wood; but now many solid, handsome structures of brick and stone are going up, and there is more of a come-to-stay look about it all.' Expediency was the order of the day. The useful life span of a building could be quite short, and if it wasn't large enough it would quickly be added to, moved out of the way, adapted to a new use, or demolished and rebuilt.

> *Two good genii named Enterprise and Improvement perform feats as wonderful as those related in the Arabian Nights. They reclaim the wilderness literally, making it blossom as the rose. They build a few houses on a virgin tract; next year they build a few more... the fifth year a still greater number, and establish a water supply, a sewage system and gas works, and so on, until a populous town extends through the valley and climbs up the side of the hills. A distant mountain top, outlined against the sky, is all that is left of the virgin tract*[4].

Built of wood, the first CPR Roundhouse stood approximately 100 yards south of Pender Street, and 100 yards west of Carrall Street, at the location of the present Canton Alley in Chinatown. It had a turntable that was turned by hand, and was used until the permanent roundhouse could be built at the foot of Drake Street. The community that sprang up adjacent to the west of the roundhouse acquired its name when the railway moved its construction equipment and repair shops from Yale in the Fraser Canyon to the new False Creek railyards.

As the city began to rebuild, cultural groups began to cluster together, for mutual support, in distinctive enclaves. The early Chinese and Japanese communities gathered in their own separate areas.

CHINATOWN

British Columbia's Chinese population had its origins in the gold fever that lured prospectors to BC in 1858 and in the recruitment of labour from the South China coast two decades later to build the CPR's transcontinental line. Chinatown was established in physical and cultural separation from the City's formal downtown, as the Chinese merchants and labourers settled south of Gastown, centred on what is now Pender Street between Carrall and Columbia Streets. By the late 1880s, Chinatown had become an established community, with tenement buildings, grocery shops, tailors, restaurants, and other businesses, and Chinese businesses also began to move eastward to what is now Main Street. Despite prejudice and persecution, the community grew to become the largest Chinatown in Canada.

JAPANTOWN

As early as 1877, the first Japanese immigrant arrived in New Westminster, followed by a small number of Japanese sojourners seeking work in the mining, lumber and fishing industries. Eventually, Powell Street became the business centre of the Japanese-Canadian community, and became the core of an area that eventually developed residential districts as well as ethnic Japanese stores and organizations. The 'Japantown' proprietors welcomed single men, and provided accommodation, food and job referrals. Boarding houses and hotels in the area served loggers, fishermen and railway maintenance workers who came to Vancouver in the off seasons, not all of whom were Japanese.

Vancouver Lots for Sale; prominent real estate speculator J.W. Horne is third from left in the front row, Courtesy Walker/Eveleigh family


Five weeks after the Fire, Cordova Street looking west from Carrall Street, showing businesses being rebuilt, 1886, CVA Str P7.1

Yip Sang with children and family members in front of Wing Sang Company building, 51 East Pender Street, circa 1900, CVA 689-51

INITIAL GROWTH AND RECESSION

By the late 1880s, confidence in the new city was being demonstrated through English and eastern Canadian investment. Many grand commercial blocks started to appear along Granville and Hastings, which were developing as the great commercial streets of Vancouver. In one year, between 1891 and 1892 the number of architects advertising in the Williams B.C. Directory almost doubled, from twenty-six to forty-six. The suburban areas surrounding Vancouver were also growing, with Coquitlam and the District of North Vancouver being granted municipal incorporation in 1891, and Burnaby and South Vancouver the following year. Vancouver was now desperate for a new train station that would replace the simple shed structure that had served the city since 1887. By 1891, Edward Colonna had provided the designs for a grand structure in the CPR's characteristic Château style. Two towers, one round and one polygonal, were designed to flank the grand arched entrance. The foundations had just been started when the local economy collapsed, and work on the building was halted.

The post-railway prosperity was based on speculation, and proved to be short-lived. During the summer of 1892, cases of smallpox were reported in both Vancouver and Victoria, and the authorities acted to diminish the chances of wider infection. The newly completed Vancouver City Hospital annex was set up as a quarantine ward, and recent visitors from Victoria were confined for fourteen days. On July 19th, the steamer *Yosemite* arrived from Victoria, and on orders from his editor, Fred W. Laing, a Victoria *Daily News* reporter, went ashore and was quarantined so that he could report on the conditions in the ward. Six of the detainees banded together as the 'Ward McAllister Coterie' – named after the famed arbiter of New York Society – and broke quarantine, which proved to be ineffective. The adverse publicity severely affected local businesses, including hotels, as the already-declining number of travellers plummeted.

Indications of widespread economic recession were in the air in 1892, but just when it looked as though the local economy was going to stabilize, things fell apart. Global gold production dropped dramatically, and western currencies, based on gold reserves, faltered. By the end of 1893, a full-scale bank panic was underway in the United States, and the abundance of silver on the world market enabled gold to be purchased in the United States at favourable rates, leading to a gold drain and fears that supplies of gold would be insufficient to back the circulation of bank notes. Capital from American sources dried up, and investor confidence evaporated. The boom went bust, suddenly and completely in the face of global economic depression. Real estate speculation collapsed and foreclosures were common. 'Disaster was added to misery' when the record winter snows melted in May 1894, causing devastating flooding throughout the Fraser Valley.

> *The first transcontinental Canadian Pacific train had steamed into town, touching off a frenetic development boom. In just five years, the population jumped to about 15,000 people. Land values skyrocketed: in 1890, lot prices tripled in just six months. The real estate speculator was king. Construction boomed, fuelling a heavy demand for lumber from local mills. The CPR's rail and steamship operations stimulated the expansion of local business. City boosters crowed that Vancouver would soon become the 'Constantinople of the West.' But booms do not last forever, and when this one collapsed in 1893 Vancouver's dreams of glory collapsed with it, at least temporarily. Construction slowed to a halt. Stores closed. The street railway teetered on the brink of bankruptcy. Lineups of unemployed sought a warm meal at church-run soup kitchens*[5].

One of those who had arrived on the inaugural trip of Engine #374 was young Jonathan Rogers, a Welsh emigrant who was eager to make his fortune in the New World. At the time of his arrival, he bought four lots near where the Hotel Vancouver stands today, but had to wear Wellington boots to even find them. When the recession settled in, many lost their property and others were about to give up their faith that Vancouver would ever recover.

> *A meeting was called, which retailers and wholesalers attended to discuss whether it was advisable to stay or leave the city. Young Rogers attended and expressed the opinion that the depression was general. He still had great faith in Vancouver and was going to stay. As an evidence of his faith, he was preparing to erect a building on Hastings between Carrall and Abbott, and had already started excavations for a two-storey business block in brick. He was called a young fool and was told that he was sure to lose the building and all his work. But someone got up and said: 'this young fellow is putting his 'all' in the city; he has faith. Let's carry on.' This meeting and the courage of this young man marked the turning point in the careers of many in Vancouver*[6].

Hard times continued for the next few years, and relief did not occur until international conditions improved. A few larger government projects were undertaken due to the reduced costs of labour and material; this was,

however, an exception to the general malaise of the mid-1890s. It was reported in the *Canadian Architect & Builder* that 1895 had been: 'an exceedingly dull year in British Columbia, except perhaps in the mining centres, and in common with the rest of the country the cities have not progressed to any marked degree. Building operations have been backward and there has been a great scarcity of employment. Both materials and wages are down in price, and the trade generally is much depressed... there has been great stagnation, any buildings erected having been of the cheaper class.' Vancouver had been subject to constant fluctuation in the construction industry; by March 1896 at least half the city's carpenters were chronically unemployed, and even those working were receiving less than the standard wages.

THE KOOTENAY MINING BOOMS

The gloom of the local recession did not last long. The Kootenay mining booms that started soon after, and the Klondike gold rush snapped the local recession. By 1898 the provincial economy was roaring again, and Vancouver entered a period of spectacular growth, during which it matured from a frontier town to a booming metropolis.

British Columbia's languishing economy was rescued from the doldrums by a sharp rise in the international price of silver in 1895, rekindling interest in the rich mines of the Kootenays, where a number of claims had been staked, but not exploited, in the 1880s. The steeply rising prices triggered frantic development, unleashing a wave of settlement throughout the area. A new mining boom was on. Our metal strikes were 'as famous as the Rand' strikes in South Africa. New floods of immigrants surged westward across the country. The might of the British Empire guaranteed the safety and security of the migrating hordes, and ensured that Anglo investors reaped the financial benefits of large-scale resource extraction industries. The mineral strikes in southeastern BC drove the need for a rail line from Lethbridge to Kootenay Landing near Nelson, through the Crowsnest Pass, which would also enable the development of coal deposits in the Pass and the Elk River valley, important both for mineral smelting operations and for the CPR's conversion of locomotives from wood to coal. The CPR needed government funding and concessions for the construction of this rail line, and the negotiated agreement between the CPR and the Canadian government was contained in the 'Crowsnest Pass Agreement' dated September 6, 1897. Popularly known as the 'Crow Rate' this rail transportation subsidy benefitted farmers on the Canadian Prairies and manufacturers in central Canada.

THE KLONDIKE BOOM

All this frantic activity in the Kootenays was soon eclipsed by the news of spectacular new gold strikes far to the north, triggering another round of 'excitements.' In 1896 large quantities of gold were discovered on Bonanza Creek in the Yukon, and two steamers arrived in Alaska the next summer with tons of Klondike gold. Newspapers around the world, aching for a good story in the middle of the depression, leapt on the news, and it spread like wildfire. The Klondike gold rush was on, fuelled by wildly exaggerated and misleading stories about the fantastic wealth lying on the ground just waiting to be picked up. The truth was much less glamorous, but this did not prevent an estimated 100,000 people from travelling to this remote part of the world, seeking their fortune. Enough new gold was brought into circulation to snap the depression, but little stayed in the hands of the 'stampeders' as they had to spend much of their resources to even get near the goldfields.

When the potential impact of the Klondike gold rush was realized, the federal government acted quickly to establish order, and also repel any possible American claims to the virtually unpopulated Yukon. Although it was mostly Americans who joined the rush to the North, the goldfields were on Canadian soil, and Canadian law prevailed. As there was no way to guarantee that provisions could be delivered, each prospector was personally required to bring enough supplies to last one year. Import duties could be avoided if these supplies were bought in Canada, so the port cities of Victoria, Vancouver and New Westminster were suddenly swamped with men eager to buy anything that they needed to get them on their way. Outfitters sold everything, from boots to blankets, to those on their way to the gold fields, and the businesses in the outfitting cities boomed. Flush with confidence, businesses expanded with an explosion of building activity in the rush to supply the gold seekers. Many of these buildings, whose construction was driven by mining wealth, still exist in the heart of the historic city, an example being the Flack Block, whose owner returned from the Klondike with enough money to build an impressive structure named after himself.

The Klondike gold rush snapped the local depression, and by 1898 the province was roaring again. Building activity on the coast was frantic that summer, a welcome relief after the last few sluggish years. Even the supply of building materials could not keep pace. The Vancouver *Daily World* reported on August 8, 1898 'Bricks and ice are about the two most scarce commodities in Vancouver just now. There are so many new buildings going up that there is a famine of bricks and on two buildings, the DeBeck and Skinner blocks, operations have been

temporarily suspended... C.P. Shindler, contractor for the DeBeck building on Hastings street, said this morning that he had been procuring his brick from the North Arm yard, but they had run short. The South Vancouver yard had their hands full in supplying the Molson's bank and the Leckie building. He had been thinking of getting some from Victoria, but no tugs were available. On the Thompson block, considerable delay has been caused on account of the difficulty of procuring iron work, the B.C. Iron Works having shut down. There is room for an improvement somewhere.'

> *Now there is not a boom — it is the natural outcome of a steady and increasing commerce and population, and the consequent demand for additional business and residential buildings... From morning to night the clink of the stone-cutters' and masons' hammers may be heard, accompanied by sounds of the saw and the rat-tat of the carpenter's hammer... Architects are so busy that they can hardly spare a moment to impart a little information about the works they have in hand*[7].

Construction on the much-needed new CPR station resumed during the mining boom of the late 1890s, and Edward Colonna's design was enlarged and reworked by Montreal architect, Edward Maxwell in 1897. Set on a rusticated stone base, and topped with steep roofs punctuated by dormer windows, the station was an imposing presence, but a victim of the CPR's own success. The city grew so rapidly in the next few years that the station became outmoded, and was demolished in 1914, only fifteen years after its completion, replaced by the much larger, adjacent third CPR station.

> *The city had been reborn. Residents were proud of the imposing stone blocks going up along Granville Street, the palatial homes of the wealthy in the West End, the new electric street railway, the half-laid sewer system, the Opera House where Sarah Bernhardt had performed. Buildings sprawled across the downtown peninsula and were climbing the southern slopes overlooking False Creek*[8].

Despite this provincial economic upswing, global turmoil again intruded on the local scene. In 1899 the Boer War broke out in South Africa, kicking off a wave of patriotism that swept the Empire. Many able-bodied men, at loose ends as the Klondike boom tapered off, volunteered to fight overseas. Canada's military infrastructure was inadequate, and the federal government scrambled to provide new facilities across the country. Vancouver finally received a proper drill hall; designed in 1899 and completed in 1901, it was opened with a gala celebration during the 1901 visit of the Duke of Cornwall (later King George V).

The Klondike boom ended as swiftly as it started. Most of those who went north lost everything, as all the best claims had long-since been staked. One bitter lesson that local industries learned from the hard times in the mid-1890s was that cooperation might be a better business strategy than rampant competition. The movement had already begun towards the great business consolidations in the lumber, mining and fishing industries in British Columbia, which in the early 20th century would result in the establishment of some of the largest industrial plants in the world.

Douglas Fir Trees near Nelson Street, 1887, McCord Museum v1801

Gastown and Burrard Inlet, 1880s, Courtesy Walker/Eveleigh Family

The Western Klondike Outfitters (Johnson, Kerfoot & Co. Store, 326 Cordova Street), circa 1898, CVA LGN 1021

Second CPR Station, 1902, Library of Congress 4a09761a

THEME 5 END NOTES

[1] Canadian Pacific Railway. *The Canadian Pacific: The New Highway to the East Across the Mountains, Prairies & Rivers of Canada*. Montreal: 1887, pages 5-11.
[2] Michael Kluckner, Vancouver: *The Way it Was*, page 87.
[3] *The Daily News* [Vancouver], Vol. 1, No. 12: June 17, 1886, Pages 1-2.
[4] R.W. Shoppell, 1887
[5] Daniel Francis. *L.D: Mayor Louis Taylor and the Rise of Vancouver*, pages 22-23.
[6] *Vancouver Daily Province*, 'Life of Pioneer Tells Story of City,' December 10, 1945, page 19.
[7] *Vancouver Province*, August 6, 1898, p.2
[8] Daniel Francis. *L.D: Mayor Louis Taylor and the Rise of Vancouver*, pages 20-22.

6 THE EDWARDIAN ERA BOOM

A radical change in attitude accompanied the start of the 20th century, ushering in an economic boom of unprecedented proportions. Queen Victoria's death in 1901 signalled the end of a long, stable and conservative era, and the ongoing Boer War in South Africa disturbed the political status quo and challenged Britain's pre-eminence in global affairs. The ongoing construction of the Panama Canal had caused renewed interest in Pacific trade, but its painfully slow progress led many to speculate that this scheme, the largest single construction project ever undertaken, would ultimately fail. This lack of confidence vanished in 1906 when President Teddy Roosevelt travelled to Panama to visit the 'Big Ditch.' By lending his personal prestige to the Canal project, Roosevelt kicked off a whole new era of investor confidence, initiating the last, and greatest, western boom. In just a few short years, Vancouver would be transformed into a booming metropolis.

> *Pregnant Pacific Province Progress Pointers*
> *'The twentieth century belongs to Canada,' says Sir Wilfrid Laurier. British Columbia is likely to monopolize the century, in view of the opening shortly of the Panama Canal*[1].

In 1903, a powerful symbol of the province's impending prosperity appeared on the local political stage when Richard McBride became British Columbia's first native-born premier, and the youngest in the British Empire to receive such a high position, ushering in a new era of party politics, free-wheeling self-interest and rampantly speculative development. A flood of immigrants started moving west on the railway and streamed in by ship. Vancouver was now firmly established as Canada's premier seaport on the Pacific. The city's growth was explosive, and it was nicknamed 'the City which is outgrowing its clothes.' The smaller Victorian-era

Top: Water Street looking west, circa 1910, Courtesy Walker/Eveleigh Family

buildings were swept aside and replaced with grand Edwardian landmarks 'with architectural pretensions' more befitting a world-class city on the 'All-Red route' between Britain and the Orient.

In 1907, a sudden economic downturn caught everybody by surprise. The situation worsened later in the year with the news of a momentous bank panic in New York. With no central bank to provide stability and no guarantee system of deposit insurance to promote investor confidence, the American banking system and the stock market came dangerously close to collapse. In British Columbia, unemployment was suddenly rampant, releasing simmering cross-cultural tensions against what was described as 'invading orientalism,' exacerbated by the increasing numbers of Chinese, Japanese and South Asian immigrants seeking work in the province. South Asians began to arrive in large numbers, seeking work in the resource industries, especially in the sawmills and canneries, and many settled south of False Creek where the sawmills were located. When the economy faltered, anti-Asian sentiments bubbled over, with thundering editorials about how non-whites were taking jobs away from British citizens, and companies announcing 'white workers only' policies. The Asiatic Exclusion League held its first meeting on August 12, 1907, and plans were laid for a huge public rally on September 7th, with a public parade that swelled to 10,000 people by the time it reached City Hall. A large mob broke off from the crowd and marched to Chinatown, where they broke windows and smashed property, then moved on to Japantown on Powell Street, where the residents armed themselves with clubs and bottles and fought back. No one was seriously injured, but the 'Asiatics' were predictably blamed for inciting the riot. In response, Ottawa convinced the Government of Japan to set its own limits on emigration to Canada, deflating the anti-Asiatic forces, however improving economic conditions ensured that immigrants were again welcomed by many booming businesses.

Only temporarily derailed, by 1908, the local economy was again on the upswing. The Great Northern Railway had reached Vancouver, and in 1909 the province was electrified by the announcement that a third transcontinental railway line, the Canadian Northern Pacific, would be built to the coast. In 1910, the cost of property on Granville Street doubled in eight months. The new B.C. Electric Interurban line was completed, connecting settlements as far away as Chilliwack with the downtown core. The development of municipal infrastructure struggled to keep pace with speculative development. Suburban areas outside Vancouver, now easily reached by ferry or streetcar, one after another received municipal incorporation: the City of North Vancouver, 1907; Point Grey, 1908; South Vancouver, 1911; West Vancouver, 1912; and the City of Port Moody in 1913. Also in 1913, Port Coquitlam and Fraser Mills seceded from Coquitlam to become separate municipalities.

> *'Don't talk of a 'Boom.' This is a growth, a remarkable growth it is true. It has its origins in the awakening of the west — The building railroads, the developing mines, the agricultural lands newly opening, the forests and coal fields made newly available, the fisheries yearly increasing in value, the industries only budding, and the Panama Canal projecting which will materially change the economic location of the west, and bring it nearer to the great markets of the world*[2].

Financial investment was now pouring into British Columbia, and some of the largest industrial plants in the world, including sawmills, canneries, and mines, were built in just a few short years to exploit the vast amount of available natural resources. There was a fever pitch of excitement, and intense land speculation quadrupled the value of lots in Vancouver, now touted as the 'Metropolis of western Canada.' Construction began on a new Vancouver Post Office in 1906 that demonstrated Ottawa's acknowledgment of the burgeoning prosperity in the booming west. In 1911 a new Conservative government was elected to Ottawa, and one of its priorities was to cope with the explosive growth of trade throughout the country. Eight large customs examining warehouses were built in important trade centres, including one in Vancouver, 1911-13. In response to the flood of people entering the country, a new Immigration Hall, with separate dining rooms and dormitories for white and Chinese immigrants, was built in Vancouver, 1913-15.

Commercial development was racing to keep up with the city's growth. In a number of areas on the edge of downtown, escarpments were exploited to allow the construction of buildings that had direct rail access at their lower levels, but street access at a level or two above. This drove the development of massive warehouses on the north side of Water Street, the east side of the 500-block of Beatty Street, and in a new eight-block warehouse district on the CPR Reserve near the original Yaletown. Bounded by Nelson, Homer, Drake and Pacific Streets, the CPR Reserve was a convenient area for commercial development due to its excellent rail access and sloping land. In just a few years these areas were built out with cubic brick structures that processed, repackaged and warehoused the goods and food needed by the new city.

Vancouver's population nearly quadrupled in a decade, reaching just over 100,000 by 1911. Central to the city's development was the CPR and its officials, who exploited vast land holdings to create entire suburbs. The lands comprising District Lot 526 were a grant from the Province to Donald Smith and Richard Angus in 1885. This grant was given to these two men at special request of the Board of Directors of the CPR, and was chosen twenty-two years later as a prestigious new subdivision of estate properties. In 1907, Richard Marpole, General Superintendent of the CPR Pacific Division, announced that a 250-acre portion of this land would be developed as an exclusive single-family residential area, called Shaughnessy Heights. The timing was superb, as the economy was thriving, a new Granville Street Bridge was planned for construction (and opened in 1909) and the proliferation of apartment buildings and working class housing in the formerly exclusive West End set the stage for a mass migration of the city's elite to a new, planned Garden City Suburb. The political influence of the CPR was obvious. On January 1, 1908, the Municipality of Point Grey was established by breaking away from the Municipality of South Vancouver under the authority of a Provincial Letters Patent. The newly elected Council moved quickly to improve access and services to the area. The CPR took steps to ensure that the Province, rather than the municipality of Point Grey, controlled local zoning regulations, made possible by the preponderance of political and financial leaders who lived in the neighbourhood. The CPR thus retained iron-clad control over the quality of the development, and reviewed and approved the plans for every house proposed for the area.

Outward growth was explosive, and as the streetcar system expanded, new neighbourhoods were being opened for settlement throughout Vancouver, Point Grey and South Vancouver. Informal settlements sprang up around streetcar stops, usually signalling the establishment of a local post office. Schools and churches were located within walking distance, and commercial business sprang up along the arterial roads such as Dunbar Street, Cambie Street, Main Street, Fraser Street, Victoria Drive and Commercial Drive, and at major intersections with the avenues. These 'streetcar suburbs' were relatively self-contained, based on widely-available public transit.

Automobiles were just becoming a common site, but ownership was still restricted to the relatively wealthy, who could move even further out of the city. The southern reaches of Point Grey – originally farms and industrial land – proved ideal for the development of grand estate homes. As the economy boomed during the Edwardian era, the elite who had moved originally to Shaughnessy Heights looked even farther afield to build even grander estates on huge 'country' properties. A number of grand estate homes started to appear in the southern reaches of Point Grey, significantly, these estates included large detached garages, usually with quarters for the chauffeur.

The last golden year was 1912. As speculation and investment continued at an ever-faster pace, it was announced that another new railway, the Pacific Great Eastern, would be built to connect North Vancouver to the Grand Trunk at Fort George. It seemed impossible that this boom could end. But end it did. By the end of 1912, the economy had started a precipitous decline. Global economic forces conspired to end the Edwardian era boom as quickly and dramatically as it had begun. Plummeting commodity prices and faltering foreign investment led to a collapse of local resource industries. The economy was devastated, and financial institutions collapsed one after another. Sliding debris from the construction of the Canadian Northern Railway near Hell's Gate clogged the Fraser River, almost destroying the salmon run and the lucrative canning industry. Agriculture and mining were suffering, due to slumping world market conditions and local labour unrest, including the 'Big Strike' held by the coal miners on Vancouver Island in 1913.

At first, many refused to believe that the good times had ended, and predicted a swift recovery, but the outbreak of the First World War in 1914 put an end to any hope for a quick recovery, and ushered in a period of turmoil and conflict that would last for decades.

Above: The Hotel Europe, circa 1910s, CVA M-11-32
Left: Granville Street, 1912, British Library HS85-10-25048

THEME 6 END NOTES

[1] *Vancouver Province*, Progress Edition, January 6, 1912, page 10.
[2] *Modern Architecture*, 1911.

7 CONFLICT AND TURMOIL

Rumours of an impending war in Europe caused even more anxiety for nervous investors. The Dominion Trust Company collapsed, sending waves of panic throughout the financial community. The National Finance Company and the Bank of Vancouver soon failed. In New Westminster alone, the total value of building permits dropped from a high of over $1,600,000 in 1912 to a low of $85,000 in 1914.

Anti-Asiatic feelings surfaced again in the spring of 1914. On May 23rd, a tramp steamer named the *S.S. Komagata Maru* arrived in Vancouver harbour, attempting to land 376 passengers, mainly Sikhs from the Punjab in British India, hoping to land in Canada. Government officials refused them permission to land, as they had sailed from Hong Kong, which violated the rule that immigrants had to sail directly from their country of origin. After much legal wrangling and an unsuccessful attempt to board the ship, the government finally called in the navy, and on July 21st as the *HMCS Rainbow* steamed in to intervene, thousands gathered on the waterfront to watch the confrontation. After a day of negotiation and a day to load supplies, the *Komagata Maru* was sent back to India, where nineteen of the passengers were killed by gunfire upon disembarking, and many others imprisoned. The Anti-Asiatic rhetoric continued, but was soon overtaken by the patriotic fervor that accompanied Canada's entry into World War One, and a focus on different enemies of society.

Tension mounted as the news from overseas became ever more ominous. The assassination of Archduke Ferdinand, who had once hunted big game in B.C., was received with shock and trepidation. The British declaration of war on

Top: Distributing food to unemployed men at the City dump, 1931, CVA Re N4.1

Germany set off a wave of patriotic response, and many who had seen their hopes of financial security evaporate were eager to sign up for overseas duty. Premier McBride hardly left his office during that hot August of 1914, as he was so busy signing recommendations for his friends and admirers applying for army commissions.

WORLD WAR ONE

The 'War to End All Wars' lasted four years and exacted a staggering toll. British Columbia sent almost ten percent of its total population overseas, and about half were killed or wounded. Members of the Canadian Expeditionary Force served in some of the bloodiest battles of the Great War, and they were on the front lines when poison gas was first used as an offensive weapon. Lacking gas masks, they were decimated by the rolling green clouds, and many of the veterans would be plagued for the rest of their lives by a condition known as 'gas lung.' Many of the survivors were mentally and physically broken, and the province was stripped of a generation of its best and brightest. The world was forever changed by the brutal conflict, and the surviving soldiers returned to a different world, where women were enfranchised, where traditional social values were breaking down, where Prohibition had been enacted, and all manner of authority was being challenged. The combined economic impacts of the war were devastating. For the next two decades, social and political unrest and upheaval were common, and the seeds were sown for yet another global war.

SPANISH FLU

Just as the Great War was starting to wind down another worldwide tragedy struck. In the spring of 1918, in isolated pockets around the world, a virulent strain of influenza broke out. At first, the unprecedented nature of the disease was barely noticed in the midst of wartime destruction. Soldiers returning from Europe brought it with them, unleashing a second, even more violent wave of infection in North America. Popularly known as *Spanish Flu* or *La Grippe*, the disease travelled around the world and claimed more lives than the combat of the previous four years. It was the worst known outbreak of infectious disease, and ended just as suddenly and mysteriously as it began. In British Columbia, the public health authorities acted quickly when they became aware of the extent of the pandemic. The public responded with equipment and donations, and volunteers assisted in the care of hospitalized patients. Emergency beds were set up in public buildings, and people were banned from attending social gatherings and events for fear of spreading the disease. Vancouver City Council and the provincial government paid for the hasty erection of a temporary facility at Vancouver General Hospital, accommodating about 200 narrow beds in close rows. The death toll in Vancouver reached 99, and there were so many funerals that winter that it was difficult to find fresh flowers, and a new section was opened at Mountain View Cemetery.

Couple standing outside Majestic Theatre, circa 1915, CVA 677-23


Interior of the Flu Ward, 1918, Vancouver Public Library (VPL) 9537

THE ROARING TWENTIES

Despite the overwhelming economic difficulties that followed the end of the First World War, British Columbia still had vast natural resources. With peace restored, and the Panama Canal now open, British Columbia's riches were once again readily available to European and eastern United States markets. Political power in Canada was still centred in the east, and it took strong measures and strong voices to ensure consideration for western issues. After his election in 1911, Member of Parliament and local booster H.H. Stevens pushed for, and secured, the construction of Vancouver's first grain elevator, based on a reasonable assumption that the opening of the Panama Canal would ultimately make this the grain port of the future; this elevator was completed in 1916, was little used until after the end of the war. Gerald Grattan McGeer, later the mayor of Vancouver, was another driving force behind local economic revitalization. In 1921, the provincial government appointed him as its representative at the hearings of the Board of Railway Commissioners in Ottawa. The government was waging a campaign to reduce the higher rates charged by the two major railways for hauling goods westbound from the prairies (the 'mountain differential'), as well as contesting higher rates charged for feed grain over export grain, and ongoing dissatisfaction with the Crow rate. McGeer's persistent federal lobbying secured a second grain elevator for Vancouver in 1923, and by 1925 received concessions that equalized eastern and western freight rates. When the Vancouver Merchants' Exchange was formed in 1921, those members involved in the grain and grain products trade founded a Grain Section. In 1924, the Grain Section was reconstituted as the Vancouver Grain Exchange, which aimed to promote the centralization of the grain and grain products trade in Vancouver and encourage the shipment of grain via the Pacific Coast of Canada. As a result of these initiatives, grain shipments through Vancouver increased dramatically.

By the mid-1920s, general economic conditions were improving: pulp mills were expanding, and mines were busy again. Domestic construction had been curtailed during wartime, but as the economy recovered, grand new houses began to appear in newly-developing neighbourhoods. As the lots in Shaughnessy Heights sold out, the CPR had opened up southern extensions to its original Shaughnessy Heights subdivision. Second Shaughnessy was created, with smaller lots, between King Edward and 37th Avenues; the lots proved very popular with Vancouver's elite and the subdivision was completed by 1929. The development of Third Shaughnessy between West 37th and West 41st Avenues began in 1926. The houses in Second and Third Shaughnessy were comparatively modest compared to the pre-war houses of First Shaughnessy, but displayed a high level of sophistication and craftsmanship that reflected the return of prosperity. In other areas, mansions began to spring up on large estate properties, including the majestic Blythe and Alix Rogers residence, *Knole*, in 1919-21. One of the most desirable places for these grand estates was the escarpment along South West Marine Drive that overlooked the Fraser River, with land that sloped down to the riverfront, and throughout the mid-1920s, many other grand estates were developed in this area.

After years of delay, construction finally began in earnest at the Point Grey campus of the University of British Columbia, and a low-level bridge connected the north and south sides of Burrard Inlet for the first time in 1925. The next few years were prosperous, and industrial development was intense. New skyscrapers, rivalling and surpassing those of the Edwardian era, appeared on the skyline, some in the daring new Art Deco style. A new residential boom started in Vancouver, as rows of bungalows began to stretch towards the growing university.

Amalgamation of Vancouver with neighbouring Point Grey and South Vancouver on January 1, 1929 created an urban power base that would dominate the rest of the province. This was a natural progression in civic development, but not easily achieved. Services such as transit, sewers and water were shared, but each municipality had a decidedly different demographic. Exerting its influence on everything that happened in Vancouver, the CPR was omnipresent as decisions were being made. As the economy continued to improve in the 1920s, and after several more years of negotiations and compromises including maintaining separate budgets, all three municipalities endorsed amalgamation as one city. The provincial legislature passed the enabling statute in 1928, and on January 1, 1929, the modern city was born.

> *The most important accomplishment of this middle period of L.D. Taylor's career was the amalgamation of Vancouver with South Vancouver and Point Grey. With amalgamation, the city grew to fill the entire peninsula between the north shore mountains and the Fraser River, completing the transition from its origins as a tiny lumber village on Burrard Inlet to its modern contours as the third largest city in Canada. The new enlarged Vancouver had a population of 228,193, an area of 114 square kilometres and pretensions to being, in L.D.'s words, 'an entirely different city.'… Quite simply, it seemed to him that a Greater Vancouver meant a greater Vancouver*[1].

THE DIRTY THIRTIES

The Stock Market Crash of 1929 shattered the world's economy, and the agony of the Great Depression set in. The next few years were unimaginably difficult; wages plummeted, and countless thousands went bankrupt. Unemployment was rampant during the winter of 1929-30, as the seasonally employed returned to the city, and many thousands of unemployed in eastern Canada flocked west, seeking a milder climate and looking for work. Authorities were panicked by the number of unemployed men in the city and feared a crime wave would break out, and by January 1930 demonstrations and unrest were rife throughout the city. The next few years were, by all accounts, the most difficult of the Great Depression. Relief programs set up by the federal government, including work camps, were overwhelmed by the number of unemployed, who realized signing up for the camps – despite their poor working and living conditions, and low wages – was the only alternative to starvation. Ever-increasing numbers of unemployed were arriving in the city, living in parks and protesting in the streets. Workers organized to try and improve conditions, and labour tensions continued to simmer throughout the 1930s, sometimes erupting into riots and violence.

The availability of cheap, skilled labour supported a number of public works projects, which would not have been as affordable in good times. Although Canada never had the enormous centralized public works programs seen in the United States, make-work projects were undertaken at the local level. The federal government built an extension to the Post Office, the Dominion Public Building, designed by McCarter & Nairne and built 1935-36. The City struggled to alleviate the crushing effects of the Depression, including 'Work for Taxes' initiatives and the assignment of allotment gardens in city parks, and also managed to undertake a number of large-scale public projects including the Sea Island Airport and the Burrard Street Bridge. Construction started on a new City Hall in 1935, which was completed in time for the City's Jubilee celebrations. The wooden structures at the Pacific National Exhibition were systematically replaced by a series of fireproof concrete Art Deco structures. The Park Board employed many relief works on many projects, such the development of the first half of the Fraserview Golf Course; hundreds of relief workers were paid from Federal coffers over the four-year project, which relieved much of the expense for the Park Board. St. James' Anglican Church replaced its aging wooden structure with a modernistic concrete landmark. In the second largest land deal ever signed in Vancouver, a tremendous suspension bridge was built by private English capital to span the First Narrows and gain access to over 4,000 acres of undeveloped North Shore lands.

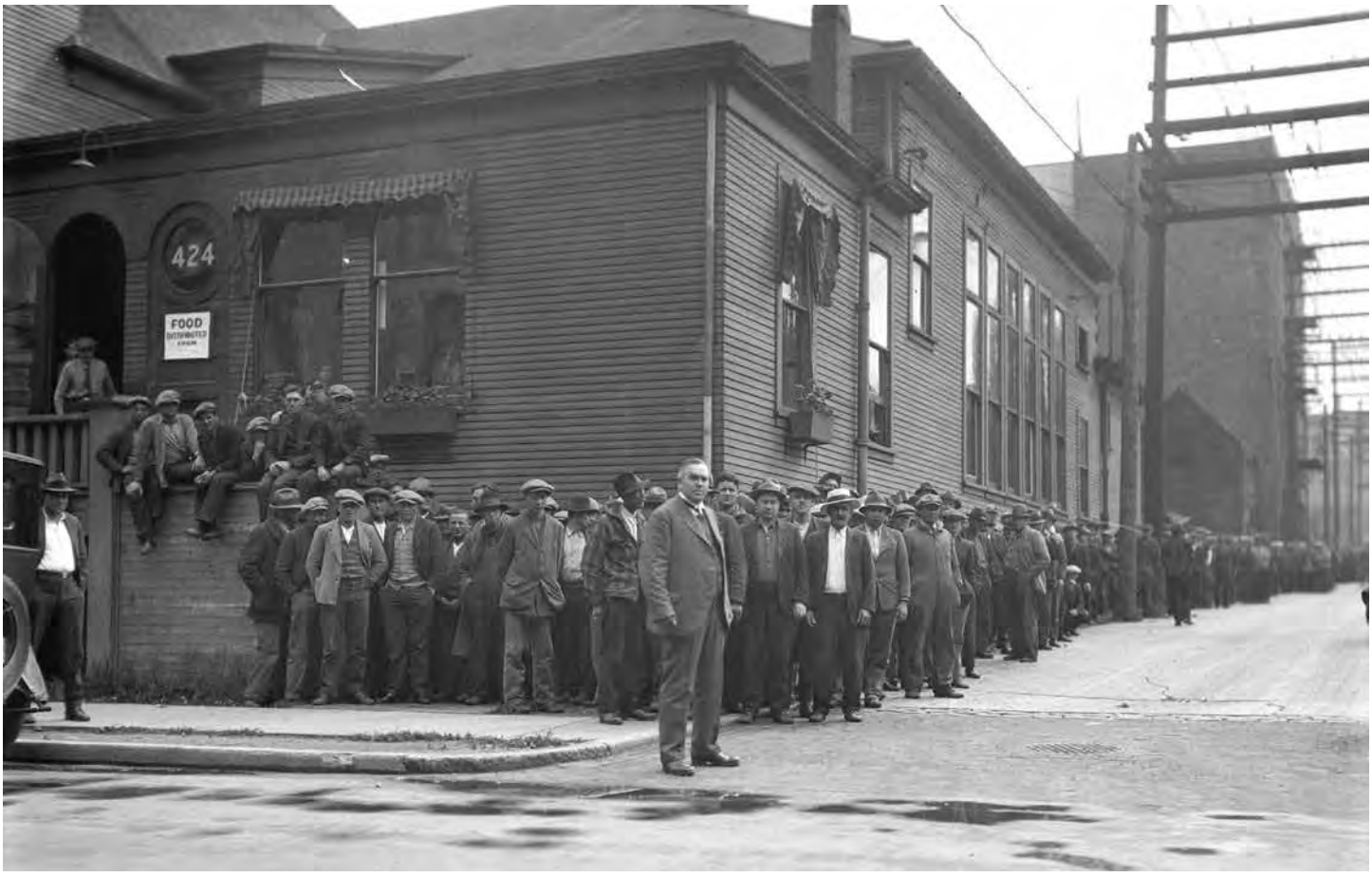
These isolated projects provided some relief and hope during a time when both were lacking. By the mid-1930s, the economy was on the upswing, and there was a return to cautious optimism. In June, 1936 the federal government closed its maligned relief camps that had been run by the Department of National Defence, replacing them with 'relief projects' operated by the provinces and funded by both levels of government.

Not all suffered equally during the 1930s. After the Crash, capital was still concentrated in the hands of wealthy individuals, who used the downturn in the economy, and the subsequent deflation in labour and material costs, to build lavish estate homes. A few architects, with the right connections, remained very busy. William Gardiner, Palmer & Bow and Ross Lort, among others, designed a number of grand homes during the Depression. An example was the house Lort designed in 1932 for wealthy liquor merchant, George Reifel, Casa Mia. This lavish home was one of the largest ever built in Vancouver, and Reifel paid for everything in cash.

One last major labour battle erupted on Sunday, June 18, 1938, when the police and the RCMP moved to evict sitdowners who had occupied the Hotel Georgia, the Art Gallery and the Post Office. Violence broke out, and 10,000 people turned out to a protest at the Powell Street Grounds against the 'police terror' of Bloody Sunday. Labour unrest never fully settled down until the outbreak of another World War finally solved the unemployment issue.

The late 1930s were a time of improving economic conditions and increasing hope for a better life. The Lions Gate Bridge opened in November, 1938, linking the north and south sides of Burrard Inlet together, and promising new growth and mobility. In 1939, the first Royal Visit to Canada sparked a wave of patriotic fervour that, on their one-day trip to Vancouver, drew half a million people to see the King and Queen. But there were signs of a growing conflict in Europe that could not be ignored any longer. In September, 1939 the rumours became all too real, culminating in the declaration of war. Canada mobilized again, for what turned out to be six more years of global conflict.

Amalgamation Committee at the main entrance, Vancouver City Hall,, 1928, CVA VLP 77.2



Men lined up for food outside the First United Church, 1931, CVA Re N5.1

WORLD WAR TWO

Canada was again drawn into war in Europe in 1939, but when the Japanese struck Pearl Harbor on December 7, 1941, the threat became frighteningly real, as the Japanese navy was perceived as the greatest threat to the west coast. Vancouver's role as Canada's principal Pacific Coast port and as the transcontinental railway's terminus justified extra protection from hostile warships, and old defense sites were upgraded with coast artillery positions at Point Grey, Stanley Park, under the north end of the Lion's Gate Bridge and at Point Atkinson. Jericho Park and the adjacent lands south of 4th Avenue were part of the largest military operation in western Canada, Canadian Forces Base Jericho Beach. Local militia units quickly recruited extra members and Vancouver's Seaforth Highlanders of Canada had a battalion overseas in England within four months.

Years of smoldering fear and resentment against Japanese-Canadians exploded into panic and anger in British Columbia. A few months after Pearl Harbor, Japanese-Canadians were 'evacuated' from the west coast, placed into holding areas such as the exhibition buildings and livestock barns at Hastings Park – which had been commandeered for military purposes – and then interned in camps in the interior. Japanese submarines were sighted off the coasts of British Columbia and Oregon, and on June 20, 1942, a Japanese submarine surfaced off Estevan Point, Vancouver Island, hurling shells at the wireless station and lighthouse. Little damage was caused and there were no casualties, but lighthouses along the coast were extinguished for fear they would be used by enemy vessels.

As the war dragged on, there were further impacts on civilians. As industrial and agricultural production was targeted at the war efforts, civilians had to make do with less and less. Food was considered an essential weapon of war, and the federal government took a series of unprecedented steps aimed at transforming Canadian diets. Rationing was just one part of a much larger intervention that included thousands of controls on the price, production, and distribution of everyday foods. Coupled with the need to feed the troops was the lifeline provided to Britain by Canadian food production. New and tighter rationing of gasoline began in 1944.

Industrial production again shifted to military priorities, increasing demand for materials like plywood, and women returned to the workforce in droves. The war brought another shipbuilding boom to Vancouver with more than 100 ships being built during this period. At the peak of wartime production, there were 30,000 workers in the province's shipyards, many of whom were women.

The detonation of two nuclear bombs in Japan in 1945 by the United States of America brought a swift end to the war, but ushered in both the bright promise and the dark fear of the Atomic Age.

A.R.P. fire drill display, Kitsilano, 1943, CVA 586-1442


Signallers of the Women's Royal Canadian Naval Service (WRCNS) and Royal Canadian Navy (RCN) comparing bellbottom trousers, 1944, Library and Archives Canada (LAC) PA-141002

THEME 7 END NOTES

[1] Daniel Francis. *L.D: Mayor Louis Taylor and the Rise of Vancouver*, pages 135-36.

8 MODERN VANCOUVER

The world was a new place in 1945. After enormous destruction, the Second World War had ended. Atomic power, and other new and potentially destructive technologies, had been unleashed. As troops were demobilized from overseas duties – many to coastal cities – they increasingly gravitated to urban centres, causing explosive growth. Numerous societal changes, growing from the disruption of traditional institutions and values, powered new, innovative approaches to urban planning. Growth during this period was rapid, with many families from widely-varied backgrounds moving 'to the coast', seeking new opportunities or retiring to a milder climate, requiring the development of new housing, commercial shopping centres and the development of institutional infrastructure. Fuelling this internal migration was a rapidly-expanding economy based on resource extraction.

Top: Cambie Street looking north, 1970s, CVA 780-275

The impacts of World War Two reverberated for many years. Political unrest in the Far East, including the Chinese Civil War 1945-49, the Korean War 1950-53, and ongoing fears about Communist aggression, fuelled the 'Cold War' – a state of political tension that kept military forces on alert for several decades. The Russian advance into space both frightened and motivated the United States and the 'Free World.' Despite this turmoil, North America began to settle into a prolonged period of relative peace and economic prosperity. The postwar era became a time of optimism, growth and experimentation.

BUILDING THE POSTWAR CITY

When the war ended, more than a million Canadians in the armed forces returned to peace-time life, creating a housing demand that the private sector could not meet. Planning for postwar reconstruction was underway before the war ended. In 1944, the Curtis Report promoted

the need for federal government intervention in the provision of low-income housing and comprehensive urban planning. A revised National Housing Act was passed in 1944 that expanded the system of loans and guarantees for homebuilders. Years of depression and war had taken their toll, and the national housing stock was considered a disgrace; only 61% of Canadian houses had running water, and barely half had an inside flush toilet. It was estimated that Vancouver – one of the favoured destinations for demobilized troops – would require 45,000 new housing units. In 1945 the federal government responded by creating the Central Mortgage and Housing Corporation to help meet urgent housing needs. Returning veterans, an enormous demand for cheap housing, the baby boom, ready availability of automobiles and new consumer confidence all contributed to unprecedented growth. Long-delayed by economic and wartime restraints, governments responded with massive infrastructure programs, including the development of an enhanced network of administrative services, health facilities, schools and universities. By 1952, the baby boom children had started school, driving a program of rapid expansion of the school system. The Vancouver Parks Board initiated the development of community facilities, the provision of parks and open spaces, and public access to the waterfront. The branch library system paralleled the provision of neighbourhood schools. Founded in 1946, the Community Arts Council (CAC) of Vancouver was the first arts council in North America.

By the 1960s, liberalized immigration policies, continuing prosperity and increasing urbanization skyrocketed the population of Vancouver and the Fraser Valley communities. Much of the new population arrived from continental Europe, with an influx of people displaced by war, and migration west from the Prairies. Entire new neighbourhoods were planned and created in the largely undeveloped southern reaches of the city, in areas such as Arbutus, Cambie, Oakridge and Renfrew with local schools, churches, libraries and shopping centres, the innermost suburbs of a general suburbanization of the Lower Mainland centred on the financial and cultural hub of downtown Vancouver.

MODERN URBAN AND REGIONAL PLANNING

This rationalized process of community development demonstrated an almost military efficiency, an echo of wartime experience and reflective of the many returning veterans who were entering the civil service. In order to coordinate this rapidly-changing context, the civic planning process was rationalized. From 1944 to 1948, the City engaged Harland Bartholomew & Associates, revisiting their previous plan and focusing on specific aspects of planning including regional initiatives. This was the city's first attempt at a comprehensive re-organization of its planning infrastructure. There was a clear recognition that planning would have to be regionally coordinated. The regional communities had always dealt jointly with water and sewage, and in 1949, the Lower Mainland Regional Planning Board was formed. The City's first planning department was created in 1951, and two years later the province granted the Vancouver Charter, which enabled the City to change zoning bylaws and encourage redevelopment without provincial regulation or intervention. In a spirit of progress, the City began pursuing wide-scale urban renewal. On June 18, 1956, City Council passed Vancouver's first Zoning & Development bylaw, which repealed downtown building height restrictions and enabled high-rise zoning for the West End. Real estate developers took advantage of the end of shortages in construction materials, improved economic conditions and building technologies; the Condominium Acts of 1966 and 1974 allowed strata ownership and recognized the new vertical lifestyle. The introduction of high-rise zoning in other parts of the City soon followed. Automobile use was promoted by the growth of the provincial highway system, including the opening of Highway #1. The port was expanding through the introduction of container facilities, and in 1968, a new airport terminal was opened that could accommodate two million passengers a year.

In 1965, provincial legislation enabled the establishment of regional districts, and two years later the Greater Vancouver Regional District was created, with the authority to coordinate industrial, commercial, and residential land use. Discussions about regional amalgamation culminated in Burnaby Mayor Alan Emmott's promotion of the union of Vancouver and Burnaby. Despite this regional planning overlay, Vancouver never had the political appetite for civic amalgamation, as occurred in Winnipeg in 1972.

Concurrent with the growth in population and the rise in land value, Southeast False Creek's industries had decamped to massive suburban industrial parks, marking the decline of the railway and leaving behind contaminated water and soil, and decaying structures. The emptying industrial lands and railway yards set the stage for dramatic redevelopment that would ultimately include an accessible waterfront seawall and mixed-tenure housing including market condominiums, co-op and low-income housing. In his two terms as mayor of Vancouver from 1972-76, Art Phillips set the foundation for Vancouver's later emergence as a model for downtown

density and neighbourhood-oriented communities. Aided by a skilled group of civic reformers who gathered around him, Phillips sought to create a city that integrated livability with growth, established the Property Endowment Fund, introduced mixed-income housing, altered zoning to allow apartment living downtown, and developed False Creek's industrial south shore as housing. The rescue of the Orpheum Theatre, and the demolition of the Birks Building, sparked the beginning of the local heritage conservation movement. Barely a single aspect of city governance and planning remained untouched during this time period. At the provincial level, newly-elected NDP premier Dave Barrett also launched significant reforms, including a freeze on the development of farm land and the establishment of the Agricultural Land Reserve in 1973, considered to be the most progressive legislation of its kind in North America. This new attitude was demonstrated when the provincial government building, proposed to be the city's highest tower, was symbolically laid on its side so that people could use it as a park.

Vancouver was also the only major city in North America that halted the development of an inner-city freeway system. In 1971, at the request of the City, the Province designated Gastown and Chinatown as Historic Areas, effectively extinguishing the plans for a waterfront freeway. Ron Basford, a Cabinet minister in the Liberal government of Pierre Trudeau, was highly influential in stopping the freeway, in encouraging local planning and neighbourhood improvement, and for helping to win federal support for the construction of thousands of units of co-operative housing in the city. He was also a driving force in the federal redevelopment of Granville Island between 1973 and 1982.

Growth management strategies were further entrenched when the Greater Vancouver Regional District released its Livable Region Strategic Plan in 1975. In reaction to the protection of farmland, higher-density nodes were proposed throughout the region, with other areas of the region targetted for growth.

GLOBAL CITY

Vancouver was connected to the Pacific region and to the international scene but also sufficiently isolated that it could develop a distinctive way of thinking, allowing the city to be reimagined in a manner that was rooted in distinctly west coast conditions. As the city grew and innovated, it began to attract global attention, and began to host international events. In 1976 the world came to Vancouver to experience Habitat '76, the United Nations conference on housing, which provided the foundation for the United Nations' agency known as UN Habitat. International attention was again focused on Vancouver during the highly successful Expo 86 World's Fair, sparking global interest and discussion of Vancouver as a 'world-class city.'

The city's demographics were also becoming dramatically more diverse, with new waves of Asian immigration and investment in the early 1990s, due in part to the transfer of sovereignty over Hong Kong from the United Kingdom to the People's Republic of China in 1997, which had a dramatic impact on the city's urban development. The vacant Expo lands were transformed into high-density residential neighbourhoods, sparking a renaissance in the downtown core that included the redevelopment of Downtown South and the former Coal Harbour railway yards. The world was again invited to Vancouver for the 2010 Winter Olympics, another successful event that showcased the city's natural beauty and urban accomplishments. Throughout existing neighbourhoods, infill and redevelopment support a growing population, and new neighbourhoods continue to be carved out of former industrial lands along the Fraser River. The urban transformation of Vancouver has continued with the steady development of its transportation networks. YVR is the second busiest air terminal in Canada and one of the world's most significant air terminals. Vancouver's port – the largest in Canada – is considered the most diversified port on the continent and continues to be a significant driving force in the Canadian economy.

As Vancouver continues to grow and develop as a cosmopolitan metropolis, it is now a crossroads for global cultures, and the world's population is now reflected in the city's demographics.

Oakridge sign, 1970, CVA 800-1989

Above: Vancouver Planetarium, 1968, CVA 1435-548
Overleaf: View of False Creek looking east from the Granville Street Bridge, 1928, CVA Wat N62.2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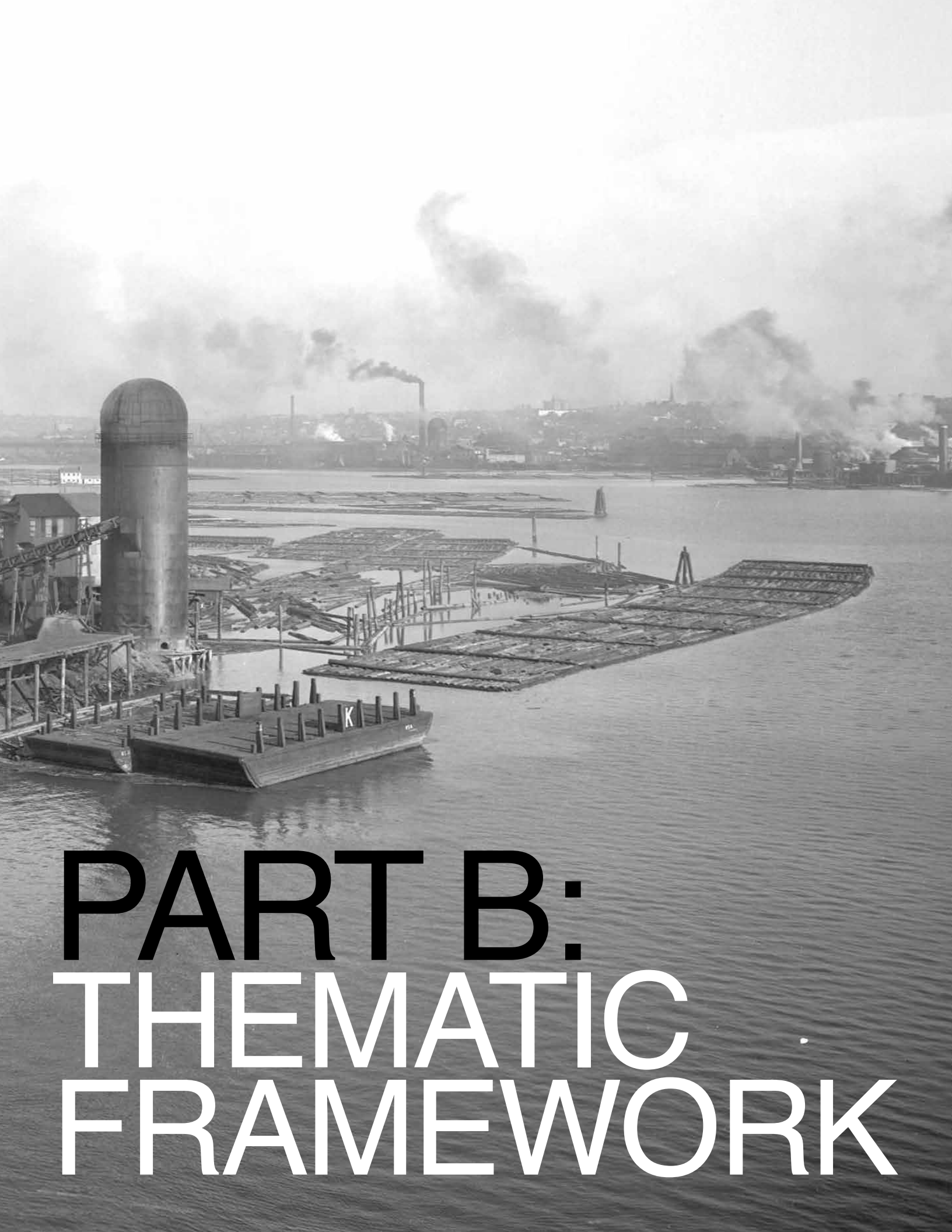


PART B: THEMATIC FRAMEWORK

1 HABITATION

This theme celebrates the range of cultural influences on Vancouver from its origins as the unceded traditional territory of the Musqueam, Squamish and Tsleil-Waututh, to its present transformation into an emerging international metropolis. This place now known as Vancouver has supported human population for millennia. In recent years, people from other parts of the globe have joined the indigenous Musqueam, Squamish and Tsleil-Waututh First Nations on their unceded traditional territory, shaping Vancouver's cultural mosaic. European settlement of the area remained limited until the announcement that Vancouver had been chosen as the terminus of the transcontinental railway. This decision triggered the settlement and development of the modern city.

Preliminary historic descriptions of the enduring presence of the Musqueam, Squamish and Tsleil-Waututh are provided, as are preliminary historic descriptions of ten multi-cultural communities. However, in order to fully and appropriately appreciate and describe the historic themes and sub-themes for the many communities that call Vancouver home, additional engagement and community-based research is required.

Top of Page: Grandview Map, 1929, CVA MAP 427
Above: Portion of Squamish territory, as drawn in 1937, CVA MAP 351b
Right: Chinese Lion Dance, circa 1936-38, CVA 300-199

SUBTHEME 1.A

ENDURING FIRST NATIONS PRESENCE

The coastal rainforest that envelopes British Columbia's Northwest Coast in a lush green blanket has been the ancestral and unceded home of First Nation's peoples for over 9,000 years. The ocean, coastal inlets, rivers, marshes, beaches, and forests provided the Coast Salish, who first occupied the land upon which the city now stands, with a wealth of resources. Although their presence is underrepresented in the existing built form of the city, their enduring and dynamic connection with the landscape is critical to understanding the city today. This subtheme addresses the rich and enduring history of the Musqueam, Squamish and Tsleil-Waututh, and their deep and abiding connections with this place. Despite a history of discriminatory policies and practices against First Nation's people, the constant presence of the Musqueam, Squamish and Tsleil-Waututh resonates throughout both the tangible and intangible urban fabric of Vancouver. The Lower Mainland is layered with indigenous cultural landscapes understood through traditional knowledge that has been shared continuously over many generations. Today through the efforts of the Musqueam, Squamish and Tsleil-Waututh and reconciliation initiatives these landscapes and this knowledge is being more broadly understood, acknowledged and celebrated..

Top: Musqueam Village, early 1900s, CVA 2009-005.668

Totem in front of 1725 East Pender Street, part of the portfolio of the Vancouver Native Housing Society

Dugout canoe on Burrard Inlet, 1930, CVA 99-2122

SUBTHEME 1.B

MULTICULTURAL COMMUNITIES

This subtheme explores how Vancouver culture and development have been shaped by the diversity of its settlers. This land is the traditional territory of the Musqueam, Squamish and Tsleil-Waututh First Nations and was never ceded despite European settlement. A strategic crossroads between east and west, the new city attracted a diverse population and was influenced by many cultures, which often clustered together upon arrival to provide community and support. The different cultures – some more privileged than others – included the English and Scottish who dominated the corporate and administrative structures, the Chinese who were contracted to help build the railway and settled here when it was completed, the Japanese-Canadians who were engaged in the fishing industry and settled on Powell Street, Jewish, South Asian and Europeans who settled in Strathcona and East Vancouver, Greeks who first settled in Kitsilano, Italians who settled in Grandview, and African-Canadians, who settled in and around Hogan's Alley. Each cultural community introduced new businesses, traditional housing styles, churches, social networks, and distinct characteristics that influenced the development of each neighbourhood and the fabric of the city. There was a surge of immigration from Europe after the end of the Second World War, and the 1960s witnessed several key reforms to Canada's immigration and refugee policies that enabled new waves of diverse immigration. As Vancouver continues to grow and develop as a cosmopolitan metropolis, it is now a crossroads for global cultures, and the world's population is now reflected in the city's demographics.

Top: Multicultural meeting attendees, Vancouver Centennial Commission, 1985, CVA 2011-010.2146.29

Vancouver Lodge No. 3 Delphic Order of the Greek American Progressive Association, 1931, CVA 99-3887

Italian colony arch on Hastings Street for the visit of the Duke of Connaught, 1912, CVA 677-419

COMPONENT 1.B.1

ANGLO-CANADIAN COMMUNITY

The Anglo influence dominated the early growth and development of the city of Vancouver, defining the structures of power and industry. Anglo investment drove the development of the resource industries, providing the capital that allowed the consolidation of the fishing and lumber industries, as well as the financing that drove much of the city's commerce. By 1911, one in three of the city's inhabitants were from the United Kingdom. Over time, the number and influence of the Anglo community began to be subsumed within a more pluralistic society, but the Anglo presence remains firmly stamped on the layout, buildings, street names and history of the city.

Pipe Band at the Caledonian Games, 1916, CVA 99-403

COMPONENT 1.B.2

CHINESE-CANADIAN COMMUNITY

A significant number of Chinese migrants arrived in the 1860s as part of the gold rush, and many remained as labourers, miners, farmers, shop owners and merchants. Thousands of Chinese also immigrated in the 1880s as workers on the construction of the transcontinental railway. After the railway was completed through the Rockies in 1885, many Chinese arrived into Granville, taking employment in the saw mills, establishing shops and laundries, and working in domestic service. Due to discriminatory policies and practices in place at the time, people of Chinese descent were not allowed to own land outside of an area south of Gastown that became known as Chinatown, centred on Pender Street. This area was prone to flooding so not deemed of high value by the dominant Anglo community. Racist policies and societal views persisted for many years, however the Chinese community was a crucial force in building the railway, driving the city's early economy, serving Canada in the wars, and enriching the city through cultural celebrations. From 1923 until 1947, Chinese immigrants were barred from entering Canada through the federal government's Exclusion Act. It was not until after the Second World War that Canadian-born residents of Chinese descent were re-enfranchised and granted the right to vote. Despite this conflicted early history, the Chinese community has made deep, long-standing and ongoing contributions to the evolving city.

Victory Day Parade in Chinatown, 1945, CVA 586-3965

COMPONENT 1.B.3

JAPANESE-CANADIAN COMMUNITY

The Issei – the first generation of Japanese immigrants – began to arrive in British Columbia in 1877. From the early 1880s, Japanese began to settle and work along Powell Street, which later became known as 'Japantown.' Until 1907, almost all Japanese immigrants were young men. As a result of the Anti-Asiatic riots of 1907, the federal government insisted that Japan limit the migration of males to Canada to 400 per year, but allowed an increase in the migration of women joining their husbands or unmarried women betrothed to men in Canada. Often employed in the fishing and boatbuilding industries, the Issei established families and spawned a second generation, the Nisei. By the early 1930s, some Japanese-Canadians were moving to homes in other neighbourhoods, including Marpole. In February 1942, as a result of the outbreak of war with Japan, the Canadian government announced that all Japanese, including those that were Canadian-born, would be forced to evacuate the British Columbia coast. Some 22,000 men, women and children of Japanese ancestry – 75% of whom were naturalized or Canadian-born citizens – were stripped of their rights, had their property sold and were forcibly uprooted from their homes. After the end of the war, on March 31, 1949, Japanese-Canadians were allowed to return to the coast. The Sansei (third generation) began to recover their community's history and culture, sparking a cultural renaissance in the Powell Street area in the 1970s that continues today.

Japanese Hall, 475 Alexander Street, 1928, CVA 99-2469

COMPONENT 1.B.4

FRANCOPHONE COMMUNITY

The first Francophones in the Lower Mainland were missionaries, Oblates and female religious orders from Quebec; by 1861, the St. Paul Mission was established on the north shore of Burrard Inlet. From the 1870s onwards, Vancouver saw a steady stream of Francophones arrive from eastern Canada, France and Belgium; in addition to commercial pursuits they participated in the development of institutions such as churches, schools and hospitals. Between the two world wars, the area around 16th Avenue and Heather Street became the residential and cultural nucleus of the French-Canadian population, which is now dispersed throughout the city.

Tremont House on Carrall Street, 1886, CVA Hot P29

COMPONENT 1.B.5

SOUTH ASIAN-CANADIAN COMMUNITY

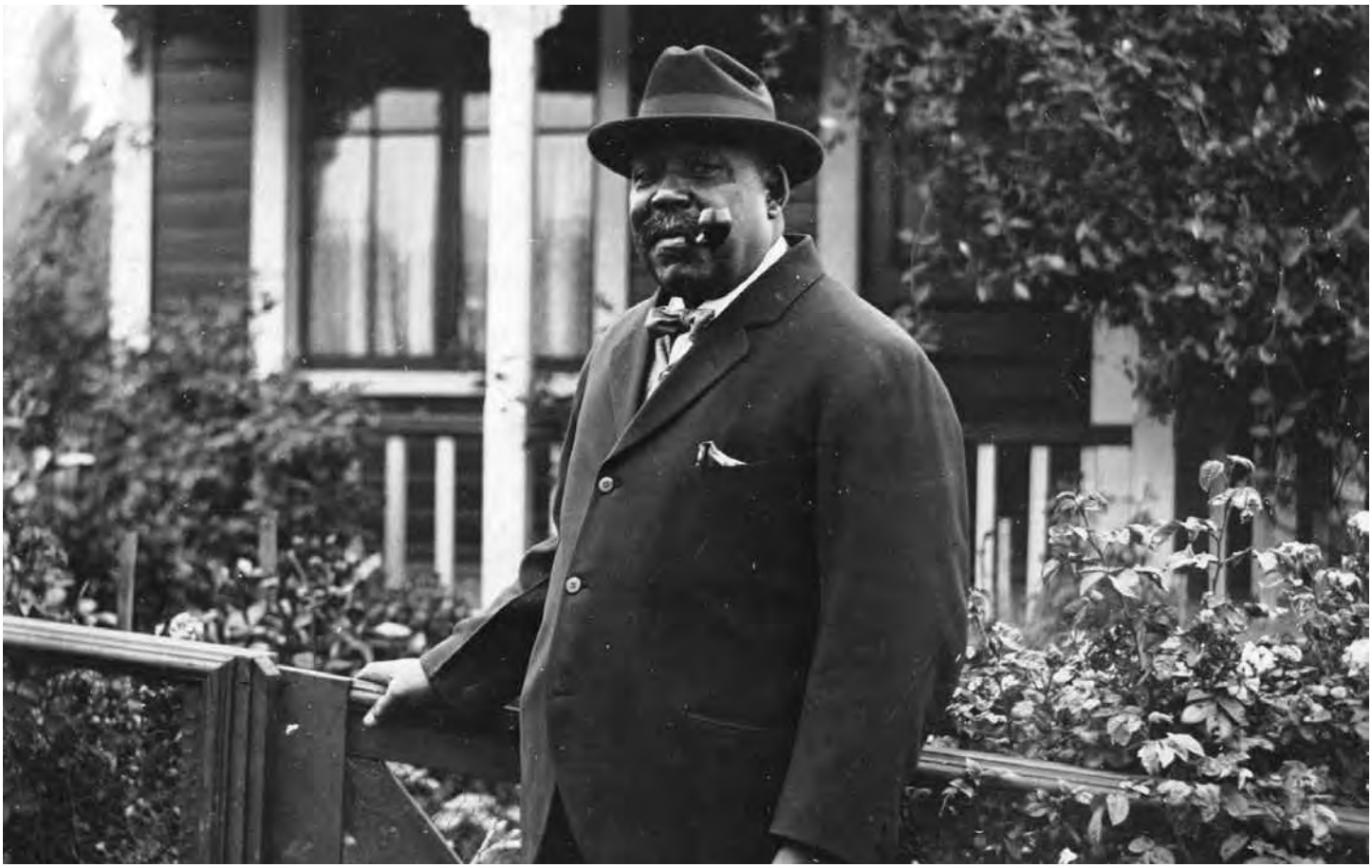
Small numbers of single men from India began to arrive in Vancouver at the start of the 20th century, working primarily in the resource industries. They maintained their religious traditions in a mostly hostile environment that viewed them as a threat to the dominant Anglo culture and way of life. There were many discriminatory policies that limited immigration, including those that led to the denial of entry of 376 passengers aboard the Komagata Maru in 1914. The passengers, mostly Sikhs immigrating from Punjab, British India, hoped to make a better life for themselves and their families in Canada. Instead, they were denied entry despite being British subjects, were stuck on the ship in Coal Harbor for two months, and eventually forced to return to India. It was not until the 1930s that men from India could bring wives from their home country. They were denied the vote until 1947, when a new era of tolerance began, ushering in a wide variety of South Asian immigration, including refugees from other countries, such as the mass exodus from Uganda in the 1970s. Once confined to smaller areas, today the South Asian community is integrated throughout the city.

Sikh children in a parade, circa 1936-38, CVA 300-24

COMPONENT 1.B.6

BLACK CANADIAN COMMUNITY

Members of the African-American community began to arrive on the Pacific coast in 1858, invited by James Douglas – whose mother was of African and European descent – to counteract the impact of swarms of American gold-seekers; freed African-American slaves living in Northern California were promised land, the right to vote and full citizenship, and their glowing reports home drew hundreds more within months. Other African-American and Caribbean settlers arrived on the mainland shortly afterwards, including John Deas, a pioneer in the salmon canning industry after whom Deas Island is named, and the Sullivan family, early settlers in Granville. Joe Fortes arrived in 1885 and was revered for devoting his free time to teaching children to swim and to patrolling the beach; Fortes was appointed the city's first official lifeguard in 1900. Vancouver also provided a safe haven for many Black entertainers over the years, enriching the local artistic community. With increasing liberalization of immigration policies in the postwar era, many members of the Black community arrived from diverse African countries, including refugees fleeing brutal conflicts. Due to discriminatory policies at the time, the Black community was confined to small pockets in and around Strathcona and Hogan's Alley. In the 1960's the community of Hogan's Alley was razed under the guise of urban renewal and in order to make way for a freeway, which was stopped before completion due to community resistance. Today the Black Canadian community is integrated throughout the city and Hogan's Alley remains a significant place for this community.



Joe Fortes standing at the gate of his cottage at the foot of Bidwell Street, circa 1910s, CVA 677-441

COMPONENT 1.B.7

JEWISH-CANADIAN COMMUNITY

Early Jewish settlers were drawn to Vancouver by its impending status as the terminus of the transcontinental railway. One of the city's most prominent early businessmen was David Oppenheimer, a Jewish immigrant from Frankfurt who served as Vancouver's second mayor. Until the beginning of the 20th century, the Jewish population remained below 200; an increasing number of Eastern European Jews began to arrive, and most settled initially in working class districts in the Strathcona and Chinatown neighbourhoods. In the 1920s and 1930s, many Jewish families moved to new neighborhoods south of False Creek. By the mid 1930s, the Jewish community had grown to 600 families, and their numbers grew as Jews fled Nazi persecution. Many of the new arrivals were part of European elite society, and they soon established themselves as business leaders. The Jewish community grew rapidly following the end of World War Two, and postwar prosperity allowed for considerable upward mobility, marked by the residential shift of the Jewish population from the city's east side to the more affluent west side. The Vancouver Jewish Community Centre opened at the intersection of Oak and 41st Avenue in 1962, creating a focal point that remains today for many of the community's organizations.

Jewish Community Centre, 2675 Oak Street, 1928, CVA Bu N328.1

COMPONENT 1.B.8

ITALIAN-CANADIAN COMMUNITY

A small number of Italians had been lured by the Fraser River Gold Rush, and more arrived to work on the CPR, remaining in Vancouver. The first significant wave of Italian immigrants began to move to the coast between 1900 and 1914, and community organizations sprung up to help the newcomers adapt to their surroundings. A second and larger wave of Italian immigration started in the postwar era. In the 1950s, Grandview became the destination of choice for immigrants from Italy, and by the 1960s had acquired the nickname 'Little Italy.' Commercial Drive soon featured a number of Italian-influenced restaurants, tailor shops, shoes stores, delicatessens, espresso coffee bars, and other businesses selling Italian goods. In 1977, construction began on the Italian Community Centre, which remains a vibrant hub of the Italian-Canadian community.

Italian game "Bocce" takes place on Victoria Park, 1966, CVA 392-859

COMPONENT 1.B.9

GREEK-CANADIAN COMMUNITY

The first Greek immigrants were drawn by opportunities in the fishing industry. The violent Ilinden Uprising of 1903 drove many Greeks out of their homeland. By the 1920s and 1930s there were many Greek-owned businesses in Vancouver, including fish markets, restaurants, shoeshine parlours and bakeries; by 1927 the Greek population in the city had grown to over 2,000 people. In 1930, St. George's Greek Orthodox Church opened at West 7th Avenue and Vine Street, establishing Kitsilano as the heart of the Greek community, known informally as 'Greektown.' Following a wave of Greek immigration to the city after the end of World War Two and the Greek Civil War (1947□1949), a new, larger Greek Orthodox church was constructed in the Arbutus Ridge neighbourhood. The oldest Greek language community newspaper is Acropolis, which was established in 1974. The Greek-Canadian presence in, and contribution to, the Kitsilano community is celebrated annually on Greek Day, a street fair showcasing Greek food and culture that began in 1974.

Vancouver Greek Community parade float, 1930s, CVA 180-5096

COMPONENT 1.B.10

GERMAN-CANADIAN COMMUNITY

There were significant numbers of German immigrants in the 19th and 20th centuries, and by 1912 there were chapters of Deutsches Verein and the Sons of Herman that demonstrated the strength of the local German community. The outbreak of World War One provoked extreme anti-German sentiments; the federal government suspended all immigration from enemy nations, and residents from those nations were recognized as enemy aliens. This situation was repeated during the Second World War, but after the War many German and other European refugees were welcomed to the city. The new wave of Germans came from virtually every east European country, Asiatic Russia, the United States, and Latin America. The southern part of Fraser Street became known as 'Little Germany' from the 1940s through the 1960s, and an area along Robson Street was called 'Robsonstrasse' after the restaurants and businesses established there by German immigrants.

German, Swiss, and Austrian Societies' arch on Granville Street for the visit of the Duke of Connaught, 1912, CVA 677-420

COMPONENT 1.B.11

OTHER MULTICULTURAL COMMUNITIES

Many other cultural groups were part of the extremely diverse settlement of early Vancouver. Driven by reasons ranging from economic necessity, religious intolerance and the hope for a new life, families from around the globe have settled in the city. During the great pre-World War One boom, a flood of immigrants moved west on the railway and streamed in by ship, including many from Europe and Asia. Immigration resumed between the two world wars, and included new provisions for refugees. After the end of World War Two, immigration increased substantially when liberalized government policies opened the doors to new immigrants from many different countries. Vancouver continues to evolve as a multicultural city, accepting immigration from across the globe, and adding to the city's already rich diversity. As stated at the beginning of this theme, in order to fully and appropriately appreciate and describe the historic themes and sub-themes for the many communities that call Vancouver home, additional engagement and community-based research is required and should be conducted as part of future work.

Ukrainian Canadian 'City of Roses' float in the Diamond Jubilee Parade, 1946, CVA 371-27

Hungarian refugees arrive at Vancouver Airport, 1956, CVA Port P1428.03

SUBTHEME 1.C

URBAN PLANNING

This subtheme focuses on the urban planning and development of Vancouver, and the transition from a First Nations territory to a frontier settlement to a major modern metropolis. Vancouver has a unique coastal landscape that has influenced its past and present patterns of development. This includes interaction with the coastal environment, including many changes wrought through industrial and other development, surveying of the city and the naming of streets. The city's rich architectural, social and cultural history is reflected in its many distinct neighbourhoods and districts. This urban development encompassed the early boom years of the 20th century, when the city focused its civic planning efforts on safety issues such as fire and sanitation, the influence of the Arts and Crafts and City Beautiful movements, the first Town Planning Commission, the Bartholomew Plan and the formalization of planning and zoning. Postwar developments included new forms of creative and consultative city planning, the Condominium Act, and large-scale developments such as South and North False Creek.

Top: Vancouver Town Planning Commission 1926, CVA LP 290

First Shaughnessy aerial, 1963, VPL 88059

Parks and Pleasure Drives, Bartholomew Plan for City of Vancouver, 1928, page 200, courtesy CVA

COMPONENT 1.C.1

TRANSFORMING THE ENVIRONMENT

Throughout the city, urban and industrial development brought many changes to the natural topography, as waterfront edges were extended or built over, streams and waterways were undergrounded and filled, and inconvenient hills and valleys were levelled. The Great Fire of 1886 effectively destroyed the new city, allowing it to be reconceived and rebuilt on a massive scale. False Creek developed as an industrial area, and the shallow, swampy and stagnant eastern tidal flats that extended to Clark Drive were considered a blight on the city. The 'paving' of the False Creek flats was not undertaken all at once, but began in pieces in 1909 as various industries and railways filled in areas to suit their individual needs. By 1913, permission was granted to fill in the remainder of the False Creek Flats as far as Main Street for the construction of rail yards. In 1915, the newly formed Vancouver Harbour Commission approved a 35-acre reclamation project that would turn a large sandbar into an industrial area, now called Granville Island; by 1923 virtually every lot on the Island was occupied. Vancouver's geography continues to be altered as the city grows, changes and develops.

Granville Island, 1931, CVA Dist P172.2

COMPONENT 1.C.2

MAPPING & SURVEYING

First Nations peoples view the landscape in spiritual terms, and consider ownership of land to be common. The European explorers who arrived in the late 18th century and the settlers who started arriving in the 1850s saw land in material terms, and commenced to claim it, measure it and sell it; this commodification formed the basis of Vancouver's early real estate market. Gunter's chain – the essential surveyor's tool with a fixed length of 66 feet – left its mark as Europeans mapped and settled the area. Granville Townsite was laid out in 1870; after the Great Fire in 1886, four survey posts remained in place from which it was possible to re-survey the settlement. In 1885, Lauchlan Hamilton began to survey and name Vancouver's streets, with the remainder of the downtown peninsula gridded off at a 45-degree angle from true north. Surveys are the basis of street patterns, and determine lot size and placement, and the naming of streets reflected the ongoing development of the city. By the turn of 20th century, much of the city was crisscrossed by roads, which mostly followed the rectangular grid inherited from the original lower mainland surveys of the 1870s, with the pre-existing alignment of Kingsway cutting diagonally across the city. As blocks of land were surveyed, north-south streets were named – and renamed – for property owners, battles, historical figures, provinces, trees and flowers, while east-west streets were numbered as avenues, with an east-west dividing line two blocks west of Main Street. As the city continues to develop, survey lines and legal descriptions shift as lots sub-divide or consolidate, forming an ever-changing, invisible overlay on the land.

Behind L.A. Hamilton's campsite on the south side of False Creek; photograph shows Miss Isabelle Hamilton holding Isobel Hamilton, John Leask, A.J. Dana and Louie, 1886, CVA Dist P35

COMPONENT 1.C.3

EARLY CIVIC PLANNING

During its first decades, the City focused its planning efforts on public safety issues such as fire control and sanitation, with little attention given to overall planning. The formative years of modern Canadian civic planning were between 1910 and 1930, demonstrating the strong influence of pioneer British planner Thomas Adams, who visited Vancouver in his capacity as town planning advisor, and through his lectures and writings encouraged the beginnings of the formal planning process. International movements were also influential, notably the City Beautiful movement, and the concept of the Garden City Suburb. During the Edwardian era, it was not unusual to import landscape architects from eastern Canada and the United States to design prestigious large-scale subdivisions, as there was virtually no local planning expertise available. Frederick Todd from Montreal laid out the exclusive Shaughnessy Heights subdivision, and Thomas Mawson – a prominent English architect, landscape architect and city planner – advised on the beautification of Coal Harbour and Stanley Park, and opened an office in the city in anticipation of further work. The economic downturn and the outbreak of World War One scuttled many grand plans, but these new civic design and urban planning visions paved the way for the first rigorous town planning that started in the mid-1920s.

Lumberman's Arch, Stanley Park, renamed the Bowie Arch, circa 1920, CVA 99-1290

COMPONENT 1.C.4

THE BARTHOLOMEW PLAN

Following the end of World War One, the city turned away from the monumental schemes of the Edwardian era, and looked for more practical solutions to urban improvement such as zoning, adequate housing and infrastructure. After the province passed a Town Planning Act late in 1925, the City appointed its first Town Planning Commission, which hired St. Louis consultant Harland Bartholomew to put together a comprehensive plan designed to meet the needs of the city until it reached a population of one million. Working at the time that Vancouver, Point Grey and South Vancouver were moving towards amalgamation, Bartholomew developed his plan to cover all aspects of the enlarged city's development and regional context. Some of the plan's more ambitious elements were frustrated by the intervening Depression, but it laid the framework for the modern city. Tangible outcomes of the plan included the Burrard Bridge, the distribution of parks throughout the city, comprehensive improvements to transportation, and a series of 'pleasure drives' with generously landscaped central medians. The Bartholomew Plan proved to be an extraordinarily comprehensive framework for the development of the city, and left an indelible mark on the patterns and fabric of Vancouver's urban form.

Bartholomew Plan for City of Vancouver, 1928, page 240, courtesy CVA

COMPONENT 1.C.5

MODERN URBAN PLANNING

After years of stagnation due to economic collapse and wartime impacts, Vancouver experienced a postwar urban renaissance. The City began a comprehensive re-organization of its planning infrastructure, and created its first planning department in 1951. The City initiated wide-scale urban renewal, and began planning for high-rise development. Considered an essential part of civic planning in the 1960s, a freeway system was proposed for the waterfront that would have levelled much of the historic downtown. Wide-spread public opposition provoked a dramatic shift in values, and ushered in a new wave of progressive planning in the 1970s that integrated livability with growth, extinguished the freeway, rescued Gastown and Chinatown, established community consultation processes and heritage conservation policies, introduced mixed-income housing, altered zoning to allow downtown apartment living, and developed False Creek's industrial south shore as housing. Senior levels of government had a hand in the sweeping changes of the 1970s, supporting creative new forms of housing, developing regional growth strategies, protecting farmland from sprawl and undertaking an urban renewal of derelict Granville Island. Policies enacted in the early 1990s helped spur high-density residential development in the city's downtown, and a new urban form – that became known as Vancouverism – began to develop. An urban planning and architectural phenomenon, Vancouverism has been praised for reversing the tide of typical urban sprawl. At the same time, Vancouver began to be ranked consistently as one of the most livable cities in the world.

Aerial view of False Creek North, 1979, CVA 515-9

Aerial view of False Creek South, 1979, CVA 515-12

SUBTHEME 1.D

NEIGHBOURHOOD DEVELOPMENT

This subtheme encompasses the rich architectural, social and cultural history that is reflected in Vancouver's many and diverse neighbourhoods. The modern city developed from a series of distinct smaller communities that ultimately grew together. Settlement was initially driven by proximity to industry, the port and the railway, then radiated outwards along major transportation routes that enabled the development of small rural communities, defined by local post offices, businesses, churches and schools. Vancouver attracted a diverse population and was influenced by many cultures, which often clustered together upon arrival to provide community and support. As the population expanded rapidly, and as transit lines developed, these communities grew into substantial centres with their own identities, shopping streets, commercial services and theatres. In the postwar era, the southern reaches of the city developed as new suburbs replaced second-growth forest and the city's remaining farmland, with street patterns that demonstrated the dominance of the automobile. Over time, the space between the early communities has vanished, but the city's historical development is still reflected in the character of its individual neighbourhoods. Since its adoption in 1995, Vancouver's strategic policy 'City Plan' has focused on the creation of a city of distinct neighbourhoods, each with its own identity and neighbourhood character.

Top: Kerrisdale, 1911, CVA PAN P51

Vancouver, Point Grey and South Vancouver before amalgamation, 1914, CVA MAP 70 - LEG1276.1

SUBTHEME 1.E

CULTURAL LANDSCAPES

With its extensive waterfront, temperate climate and abundant rainfall, Vancouver is a lush, green coastal city whose inhabitants appreciate the integration of natural, cultivated and designed green spaces. This subtheme explores the creation, development and maintenance of a civic parks system, open spaces, landscaping in the public realm, public and private gardens, street trees and the urban forest.

Top: Dr. Sun Yat-Sen Garden, 1986, CVA 784-317

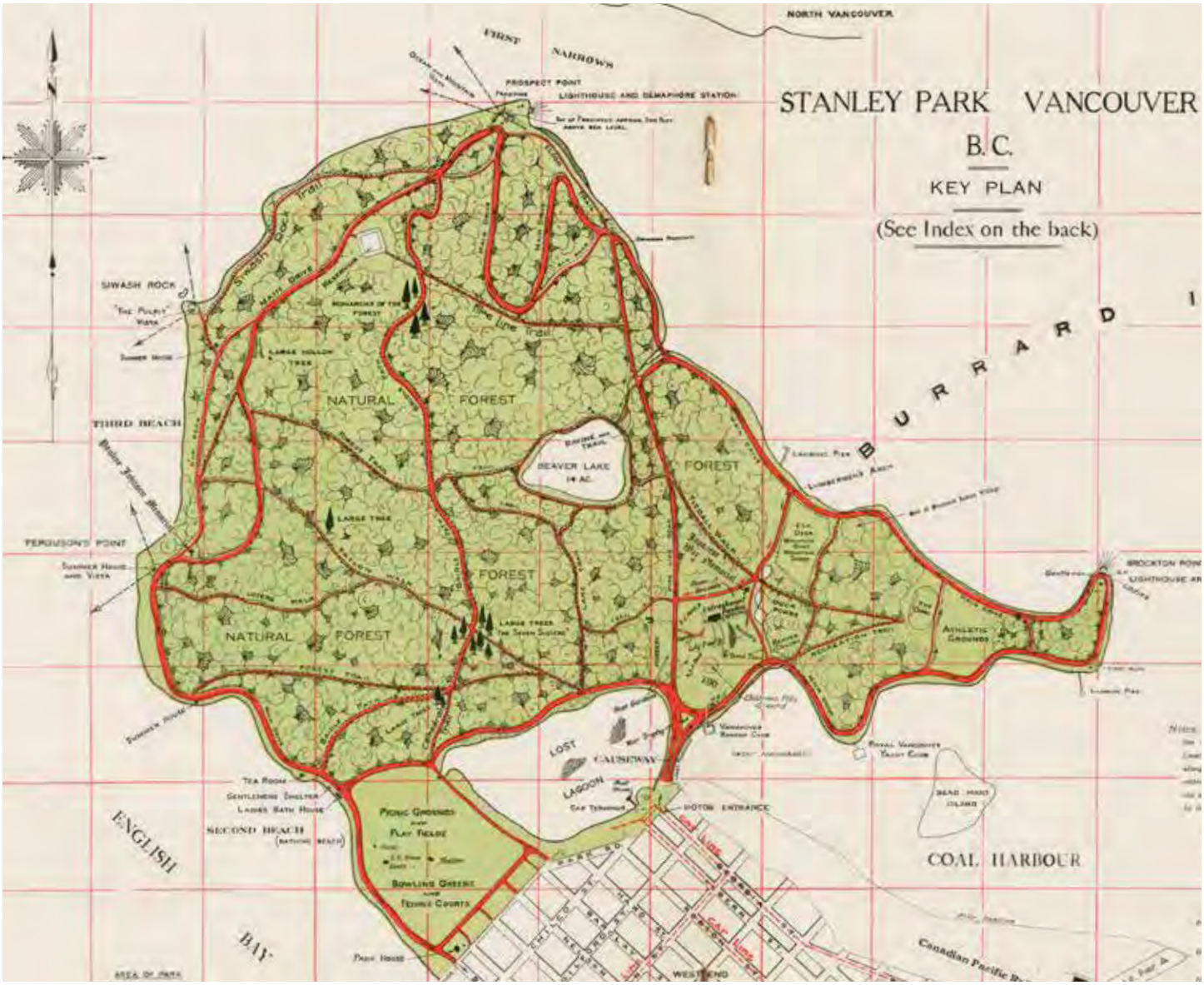
Rock Garden, Stanley Park, circa 1930s, CVA 371-2849

Bloedel Conservatory, 1970, CVA 1435-418

COMPONENT 1.E.1

STANLEY PARK

Stanley Park has developed over time as Vancouver's greatest treasure – a place of immense and inspiring beauty, and our most important cultural landscape. Located at the mouth of Vancouver's great natural harbour, and surrounded by English Bay, Burrard Inlet and Coal Harbour, it has always been rich with abundant resources, and was inhabited by the Coast Salish since time immemorial. Over time it evolved into an urban park, still densely forested but also the home of recreational fields, pavilions and tourist attractions. Declared a National Historic Site of Canada in 1988, Stanley Park remains our greatest civic icon, welcoming countless residents and visitors, and defining Vancouver as a city at the edge of a coastal wilderness.



Stanley Park map, 1923, CVA MAP LEG1319.007

COMPONENT 1.E.2

DEVELOPMENT OF A CIVIC PARK SYSTEM

Vancouver's park system evolved in a unique manner, and its first acquisition remains its largest park. The Park Board was established as a separate elected body in 1890, virtually unique in North America. Always struggling for resources, the board acquired land originally through gifts or leases until it had the resources to acquire neighbourhood parks. Maintenance of some of their remote sites was sporadic; annual budgets were often curtailed during economic downturns and were slow in responding to recovery. Improved funding in the 1920s led to a golden age of park development, and amalgamation with Point Grey and South Vancouver in 1929 resulted in an enhanced network of neighbourhood parks and recreation facilities. The initiative to build a seawall around Stanley Park started in 1917, and signalled a commitment to public waterfront access that has resulted in the creation of the world's longest uninterrupted waterfront walkway. Vancouver today is justifiably proud of its legacy of well-kept, well-designed parks, which range from urban oases to more natural park and beaches that support a wide variety of recreational opportunities.

South Vancouver municipal councillors and other dignitaries at the official opening of (South) Memorial Park, 1926, CVA Park N22.1

COMPONENT 1.E.3

PUBLIC & PRIVATE GARDENS

Our temperate climate and human ingenuity have combined to form distinct landscapes that bear witness to individual histories, traditions and lifestyles, and enrich our public and private realms. Exceptional informal and formal private gardens may be found throughout the city, and lush garden settings provide a significant contribution to neighbourhood character. Public gardens have been established that reflect aesthetic and cultural traditions, and express civic pride. Many private properties have been enhanced with gardens that reflect a variety of taste and aspirations, demonstrating human connection and interaction with the west coast landscape.

VanDusen Botanical Garden, 1990, CVA 1502-1701

COMPONENT 1.E.4

THE URBAN FOREST

Vancouver's temperate climate encourages and supports a lush environment. As the city was established, and as the native forest was cut down, street trees were planted throughout the city that enhanced the public realm. Plantings on private properties and public lands collectively enhanced the city's landscapes. Our spectacular urban forest cleans the air, absorbs rainwater, and provides bird habitat. This irreplaceable historic legacy of plantings is now in full maturity, and in addition to its environmental and social values, defines the character of many neighbourhoods.

Comox Street, 1925, CVA 357-6

2 ECONOMIES

From the earliest hunters and gatherers to today's post-industrial workers, the inhabitants of Vancouver have worked in a wide variety of ways to sustain themselves. Vancouver's development was spurred by a resource-based economy, fuelled by some of the largest lumber, salmon canning and mining operations in the world. This theme examines the historical legacies of early subsistence economies; commercial pursuits in fishing, farming, forestry and mining; manufacturing, production and distribution; trade and commerce; the development of infrastructure that supported these economic pursuits; and the labour, technology and innovation that made it possible. The importance of this economic activity is reflected in the City of Vancouver motto: *By Sea, Land and Air We Prosper.*

Top: Western Plywood, East Kent Avenue, 1946, CVA 586-4748

Above: City of Vancouver Crest
Right: Launch at West Coast Shipbuilders, 1942, CVA Bo P384

SUBTHEME 2.A

PORT CITY

This subtheme addresses Vancouver's working relationship with its waterfront, which acted as a port of entry and transhipment for immigrants and imports, as well as industry, water and rail transportation, and provided a Canadian gateway to Asia. Burrard Inlet was chosen as the Pacific terminus of the CPR, and with the arrival of the railway in 1887, Vancouver became a major transportation link between Europe, Asia and North America. The combination of a transcontinental rail line and one of the world's finest deep water, ice-free harbours created opportunities for trade on a global scale. The southern edge of the city is defined by the mighty Fraser River, which for millennia has been a source of wealth and a transportation highway. Burrard Inlet and the Fraser River are now part of Port Metro Vancouver, Canada's most important port.

Top: CPR steamer *S.S Empress of India* at docks, Vancouver, circa 1891, CVA Bo P53

Harbour Commissioners' Wharf, Burrard Inlet, 1924, CVA PAN P78

Loading grain on Ballantyne Pier, 1946, CVA 586-4294

COMPONENT 2.A.1

THE WORKING HARBOUR

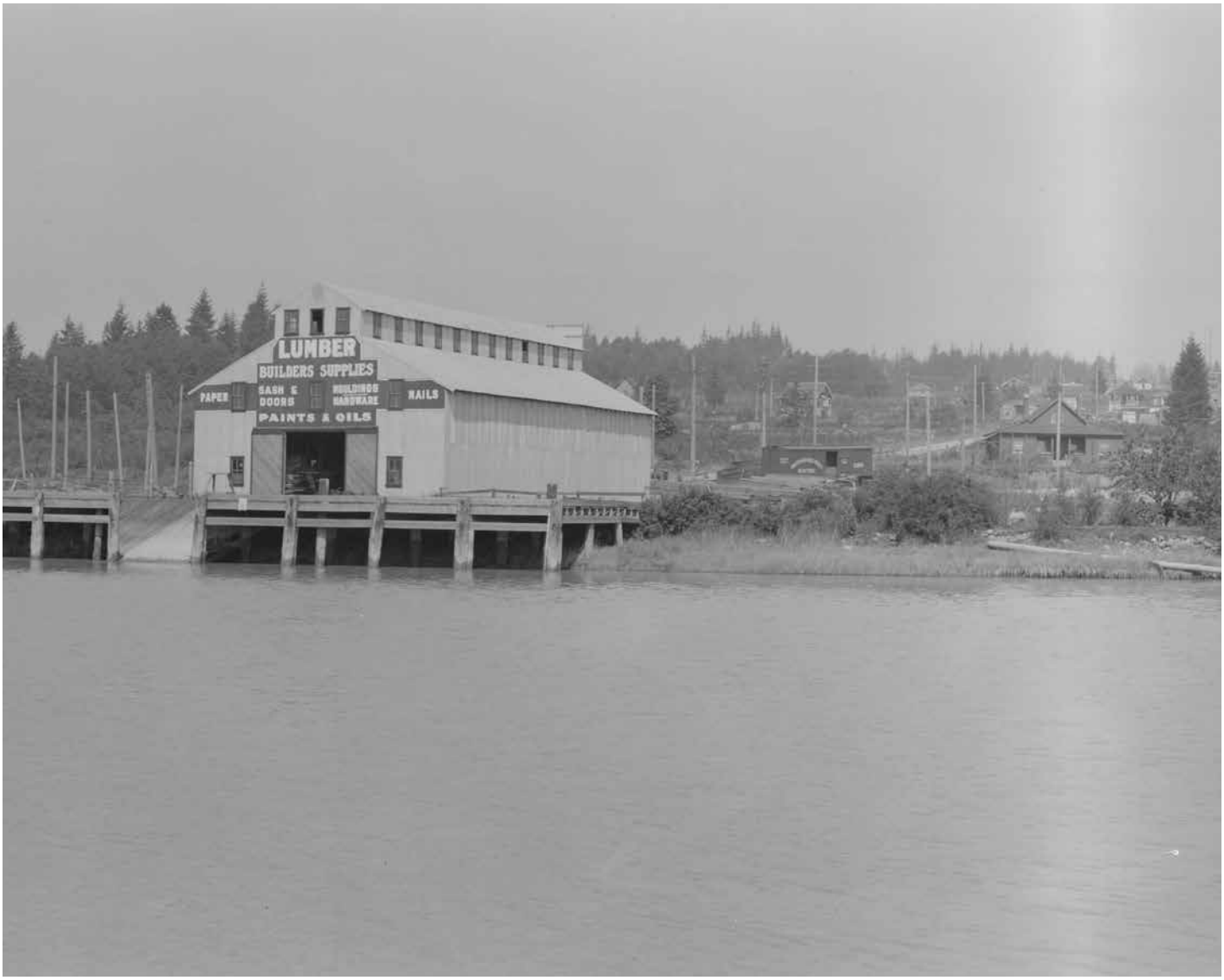
Vancouver and its harbour are one. Built to provide a Pacific terminus for the transcontinental railway, in just over a century the grubby industrial waterfront of a tiny frontier town was transformed into the front steps of a major city. The First Narrows of Burrard Inlet, the passage between Vancouver's Stanley Park and the North Shore, defines the entry to the city's exquisite ice-free natural harbour. Over time, the port supported the industrial and economic development of the city, and today is an economic powerhouse. It is the largest port in Canada, the third largest by tonnage in North America, and considered the most diversified port on the continent.

The *Waihemo* being loaded at a CPR pier, 1940s, CVA 1184-3143

COMPONENT 2.A.2

THE WORKING RIVER

The southern edge of the city is defined by the mighty Fraser River, which for millennia has been a source of wealth and a transportation highway. The Fraser is heavily exploited by human activities; its banks front rich farmland, and it has the most productive salmon fishery in the world. For thousands of years, many First Nations occupied well-defined areas along the river benefiting from the fish, wildlife and vegetation associated with the river environment. In more recent times, First Nations were joined by explorers and settlers who similarly harvested the resources of the region, using the river itself for its rich fishery, for transporting other resources and as a support for agriculture and community life. Now part of Vancouver's port, its industrial uses help drive Vancouver's economic development and urban development.



View of the North Arm of the Fraser River showing industry at the foot of Hudson Street, circa 1920s, CVA PAN N171A

SUBTHEME 2.B

TRANSPORTATION & INFRASTRUCTURE

Strategically located at the juncture of the transcontinental railway and a great natural, ice-free harbour, Vancouver became an important transshipment point and distribution centre. This subtheme addresses the development of Vancouver's transportation networks including the earliest paths and trails, water routes along the Fraser River, construction of public works and the development of a network of services, reflecting technological and engineering achievements and the city's growth as a regional and international hub for transportation.

Top: Construction progress of the third CPR station site, 1913, CVA 152-5.089

North Arm Road (Granville Street) looking south, 1889, CVA Str P97

Burrard Bridge, 1932, VPL 12400

BCER Brill Trolley Bus 2050, August 15, 1948, CVA 447-1577

COMPONENT 2.B.1

RAILWAYS

Vancouver was a child of the Canadian Pacific Railway, which laid the foundations for the city, and dominated its development for decades. The rapid expansion of CPR passenger and freight facilities both responded to, and enabled, the city's growth. Over time, the CPR faced increasing competition from other railways, and its monopoly disappeared. In 1904, the Vancouver, Westminster & Yukon Railway arrived, with a terminus in Chinatown. By 1908, the Great Northern Railway had reached Vancouver and in 1909, the province was electrified by the announcement that a third transcontinental railway line, the Canadian Northern Railway, would be built to the coast. The arrival of the other railways led to the creation of new land, through the filling of the False Creek flats. The provision of rail service directly to industrial areas drove the development of Gastown, Yaletown, False Creek, Granville Island and other areas throughout the city. By the 1930s, there was a decline in the use and success of the railway, streetcar system and the interurban, moving industry out to suburban areas more easily serviced by trucks. Today the legacy of the railways is evident in the CPR Roundhouse, two grand stations, and rights-of way that still cross the city.

Canadian Pacific Railway train crossing Hastings Street, 1920s, CVA Can N33

COMPONENT 2.B.2

ROADS

The Coast Salish people created a network of trails throughout the Vancouver area, some of which formed the basis for the city's first roads. The Royal Engineers established a regional road network, including the False Creek Trail in 1860; today's Kingsway follows its route fairly closely. A series of surveys, based on the 66-foot dimension of Gunter's Chain, began to lay a grid of streets across the city. Streetcar tracks were established on the arterial roads, and facilitated the development of new neighbourhoods and shopping areas. With the advent of the automobile age, better roads were required, and unpaved roads received a variety of pavements. Beginning in the 1930s and culminating in the postwar era, there was a decline in the use and success of the railway, streetcar system and the interurban, and rubber-wheeled transport dominated the movement of people and goods. Despite the popularity of the automobile, Vancouver became the only major city in North America to halt a major freeway project, and instead moved towards a more robust system of public transit. Active transportation continues to rise in popularity, and Vancouver has embarked on a series of initiatives that has re-allocated additional room in the road network to non-motorized traffic.

Major Street Plan, Harland Bartholomew & Associates, 1946, CVA MAP 267030101

COMPONENT 2.B.3

BRIDGES

Vancouver is a city of bridges. Contending with water on three sides and difficult coastal topography, the development of a local and regional road network presented many challenges, requiring substantial investment in spectacular bridges that are unique civic landmarks. These bridges represent more than just a resolution of utilitarian function and technical requirements, they are profoundly romantic symbols of human ambition. With their exposed structure and function, they remain our largest urban structures. As Vancouver's bridges were built and rebuilt, taller and longer and stronger, they demonstrated unbounded faith in the city's future growth and development.

Granville Bridge under construction, 1953, CVA 447-136

COMPONENT 2.B.4

AVIATION

During the first years of the 20th century, nothing excited the public imagination more than the thought of human flight. Just a few short years after the Wright Brothers demonstrated that heavier-than-air powered flight was possible, airplanes were flying in Vancouver's skies, landing first in Richmond and later on the water. A snub by Charles Lindbergh gave impetus to the creation of the Vancouver Airport in 1931; the airport code YVR was derived from the two-letter city 'VR' code, with a preceding 'Y' indicating a co-located weather-reporting station. Today, YVR is the second busiest air terminal in Canada and an international gateway to the Pacific. Once considered far-fetched, air travel and transport is now commonplace, and an essential part of the global economy.

Wright bi-plane in Hastings Park, 1912, CVA Air P46

COMPONENT 2.B.5

PUBLIC TRANSIT

The streetcar system, launched in 1890, was one of the earliest all-electric transit networks in North America and demonstrated that Vancouver was a progressive, modern city. The rapid growth of the streetcar system allowed people to live farther from the downtown core and commute on a daily basis. This new mobility facilitated the growth of streetcar suburbs, and drove the development of the outer reaches of the city. New interurban lines provided passenger and freight services, and connected Vancouver to communities throughout the Fraser Valley. With the rising postwar dominance of the automobile, the streetcar system declined and was shut down. Electrified trolley buses were seen as more economical and flexible, without any requirement for tracks and associated infrastructure. As Vancouver developed into a major metropolitan centre, new rapid transit lines were established, in radial patterns, which followed the original rail and interurban lines that converged at or near the former C.P.R. Station.

Head Office of British Columbia Electric Railway Co. Ltd., circa 1912, CVA LGN 1159

COMPONENT 2.B.6

POWER GENERATION & DISTRIBUTION

Vancouver developed as a city of the modern era, and the use of electricity was integral to its growth and development. The generation of electric power was tied to the development of the first electric streetcar lines, a modest beginning from which large utility companies would emerge. The region's abundant water resources were harnessed to produce hydroelectric power as well as a secure water supply. The development of industrial technology that made use of electricity, as well as the increasing numbers of electrical consumer goods and domestic labour-saving devices, amplified the demand for electrical power. Gas and oil played an increasingly prominent role in industrial production, and provided fuel for new fleets of rubber-wheeled traffic as well as boats and airplanes. The unbridled generation and consumption of power, once a proud symbol of progress, was increasingly called into question as the environmental movement drew attention to the finite limits on available resources.

B.C. Electric display of electric appliances, Vancouver Exhibition, 1924, CVA 180-0120

COMPONENT 2.B.7

WATER & SANITATION

The history of the water and sanitation infrastructure that keep the city healthy and habitable is often overlooked. Water pipes and sewerage lines are buried out of sight, but Vancouver's urban development paralleled the growth of this complex and essential infrastructure. As the water lines radiated out from the core, new areas of the city were subdivided and settled. The growing sewer system promoted public health and safety, making septic fields redundant and allowing denser urban development.

Vancouver Water Works Co.

Vancouver Water Works logo, 1889, CVA

Sewage tunnel at 1st Avenue near Vine Street, CVA 275-7

Sewer tunnel construction on King Edward Avenue east of Kamloops Street, 1913, CVA Str P270.15

SUBTHEME 2.C

COMMUNICATION

Given its remote isolated location and challenging topography, Vancouver was dependent on extended lines of communication that enabled the exchange of information and connected the city to the rest of the world. The development of communications networks required substantial commitment and technological innovation to support the city's growth as a regional and international nexus for communication.

Top: B.C. Telephone work on Georgia Street, 1922, CVA 99-3496

Sorting mail at the post office, December 1943, CVA Str P97

B.C. Telephone Co. exhibit on how to use the dial telephone, 1940, CVA 180-0876

Exterior of Canadian Pacific Railway Co. offices, land department and telegraph, 640-650 Granville Street, circa 1892, CVA Bu P278.1

COMPONENT 2.C.1

POSTAL SYSTEM

The Royal Mail was a key service that provided a crucial connection to the outside world, and the earliest settlers of Vancouver would have visited the post office regularly to send and receive their mail. As the city grew, so did the postal system; letter carrier service commenced in 1895. A network of post offices developed at the community level, providing identity and focus to each local settlement. Originally transported by rail, ship and stages, over time the movement of mail shifted primarily to air, but mail continues to be delivered to its destination by postal carriers.

Postal Station C (South Vancouver Post Office), Main Street, 1917, CVA 99-356

COMPONENT 2.C.2

TELECOMMUNICATIONS

As a city born during the modern era, Vancouver embraced the miraculous new communication technology that was connecting the modern world. Modern technologies for long-distance communication involve the development of electrical and electromagnetic networks, such as telegraphs, telephones, teleprinters, radio, microwave transmission, fiber optics and communications satellites. Throughout its history, the city has taken advantage of contemporary communications technology, and continues as a leader in the development of the digital economy.

B.C. Telephone display in P.N.E. B.C. Building, circa 1959, CVA 180-5588

SUBTHEME 2.D

EXTRACTION, PRODUCTION & DISTRIBUTION

This subtheme explores Vancouver's resource extraction industries and industrial development, as well as secondary manufacturing industries. The earliest inhabitants of this territory hunted, gathered, fished, and farmed the fertile local lands and waters. The early urban and economic development of Vancouver also included the production and processing of agricultural products and a rich variety of natural resources. In the 19th and 20th centuries, development of a massive, resource-based economy was fuelled by some of the largest lumber, salmon canning and mining operations in the world. Large industrial plants developed along the working waterfronts of Burrard Inlet, False Creek, and the Fraser River. Vancouver became the headquarters for a vast network of regional operations and remote resource extraction operations, which continues to be important today but is being supplemented by a variety of new technology-based industries.

Top: Felling Large Timber North Arm Fraser River near Vancouver; George Oliver's Contract, 1891, CVA Tr P44

Cemco Electrical Manufacturing Company shop floor, 1943, CVA 586-1784

Aerial view of Granville Island, looking north, circa 1950, CVA 216-39

COMPONENT 2.D.1

FIRST NATIONS ECONOMIES

The Coast Salish have harvested a vast range of resources from the ocean, coastal inlets, rivers, marshes, beaches, and forests since time immemorial. A hunting and gathering economy remained in place into the Contact period. With increasingly restricted access to land and sea, appropriation of First Nations land for non-native settlement, relocation of First Nation's peoples to reserves, and efforts to eradicate the traditional way of life resulted in a shift to a more sedentary life, with negative implications for First Nation's peoples. Some First Nations groups shifted to seasonal wage work in the resource industries, and over time became self-organized and evolved into owner-operators. Resources and industries continue to be developed today in an entrepreneurial manner.

Mrs. Chief George (Ce-qual-lia / Se-quail-yah) cooking salmon over open fire at No. 3 Reserve, circa 1940, CVA In P114

COMPONENT 2.D.2

FOOD & AGRICULTURE

By the 1860s, farms were being established on the rich alluvial banks of the Fraser River, and as the city developed, new roads, some of which followed First Nations travel routes, were carved through the forest to deliver farm products to markets in Gastown and New Westminster. The pre-emption of land for agricultural purposes drove the settlement of the southern reaches of the city, and small local settlements sprang up, clustered around intersections and transit stations. As the population grew, large farm properties were subdivided for more intensive development, and also provided tracts of land for parks and golf courses. Market gardens continued to flourish near the banks of the Fraser River, but gradually succumbed to postwar development. Rapid housing and industrial expansion prompted concern about the loss of valuable farmland, leading to the 1973 creation of the Agricultural Land Reserve. Growing awareness of the fragility of our food supply, combined with a desire to reduce our ecological footprint, has led to the promotion of urban agriculture and community gardens.

Exterior of Crystal Dairy Building, 1803 Commercial Drive, 1946, CVA 586-4178

COMPONENT 2.D.3

BREWERIES & DISTILLERIES

The pioneers of the city's brewing industry were German. During the 1880s and 1890s, the waters of Brewery Creek serviced a string of small industries gathered in a dozen blocks along its banks, including some of the city's first breweries. Other breweries and distilleries were scattered throughout the city, and their impressive production helped slake the thirst of many men who gathered in the city's saloons and beer parlours. Although temporarily stalled when Prohibition was enacted in 1917, its repeal in 1921 provided an enormous boost to local breweries and distilleries, which happily provided their products to the still-dry United States. In the postwar era, the local breweries were consolidated into three dominant companies. After years of monopolization, loosening provincial policies have enabled the establishment of numerous craft breweries and distilleries throughout the city.

Vancouver Breweries Ltd. beer bottle samples, circa 1932, CVA99-2683.2

COMPONENT 2.D.4

FISHING INDUSTRY

The rich resources of the coastal waters and the Fraser River have always been a staple of the Coast Salish culture. The first colonial settlers harvested the waters for food and export; by 1830 Fort Langley had become a major exporter of salted salmon, and whaling operations commenced in local waters in the 1860s. The first commercial canneries developed up the Fraser River in the 1870s, and grew exponentially as the pace of settlement quickened. The salmon canneries moved closer to the mouth of the river over time, and these urban canneries, and the network of remote coastal canneries established up the coast, developed into massive conglomerates. Much of the profit from these enterprises flowed into Vancouver, forming a strong pillar of the local economy. Over time, the industry declined, and was forced to adapt to changes in available resources and the global economy, but the fishing industry remains a strong sector in the local economy.

New England Fish Company, circa 1919, CVA PAN N40.1

COMPONENT 2.D.5

LUMBER INDUSTRY

Our unique climate and geography once supported trees that were up to 1,000 years old and over 300 feet tall. The lush coastal forests were a significant source of sustenance for First Nations people; cedar was a staple of life that was used for canoes, dwellings, ceremonial objects and clothing. European settlers recognized the immense value of the forest resources, and by the 1860s had commenced major commercial logging operations, providing lumber for local use and for export. This led to the establishment of some of the largest and most productive mills ever built, and by the early 20th century, Vancouver was known as the 'Lumberyard to the World.' As local forests were depleted, remote logging operations were established, but the wealth of the industry remained concentrated in the city. In the postwar era, smaller companies consolidated into massive conglomerates that dominated the industry and expanded into global markets. As land became more valuable for other uses, the beehive burners, stacks of lumber and clanking green chains disappeared from Vancouver's landscape. In the 21st century, the lumber industry remains a driver of the local economy, but increasing competition and dwindling resources have driven the industry toward new manufacturing processes that provide a wide range of derivative, high-tech wood products, which are meeting new consumer demands.

B.C. Wood Products building, Vancouver Exhibition, 1920, CVA Bu P412

COMPONENT 2.D.6

MINING & MINERALS

Vancouver has few natural mineral resources, and was never mined, but the local mining industry, based on the vast natural resources of the region and province, generated enormous wealth. Settlement was driven by successive gold and silver rushes, and remote operations throughout the province mined a variety of other minerals, but like the fishing and lumber industries, the wealth derived from these activities remained concentrated in the city. The mining industry has always been highly speculative in nature; rooted in exploration, mining companies do not generate income until they turn mineral rights into a strike. The mining trade in Vancouver continues as an important sector, riding the highs and lows of mineral prices and global competition.

Shetland ponies and wagon filled with McLeod River Hard Coal from Alberta, 1937, CVA 99-4995

COMPONENT 2.D.7

SHIPBUILDING & REPAIR

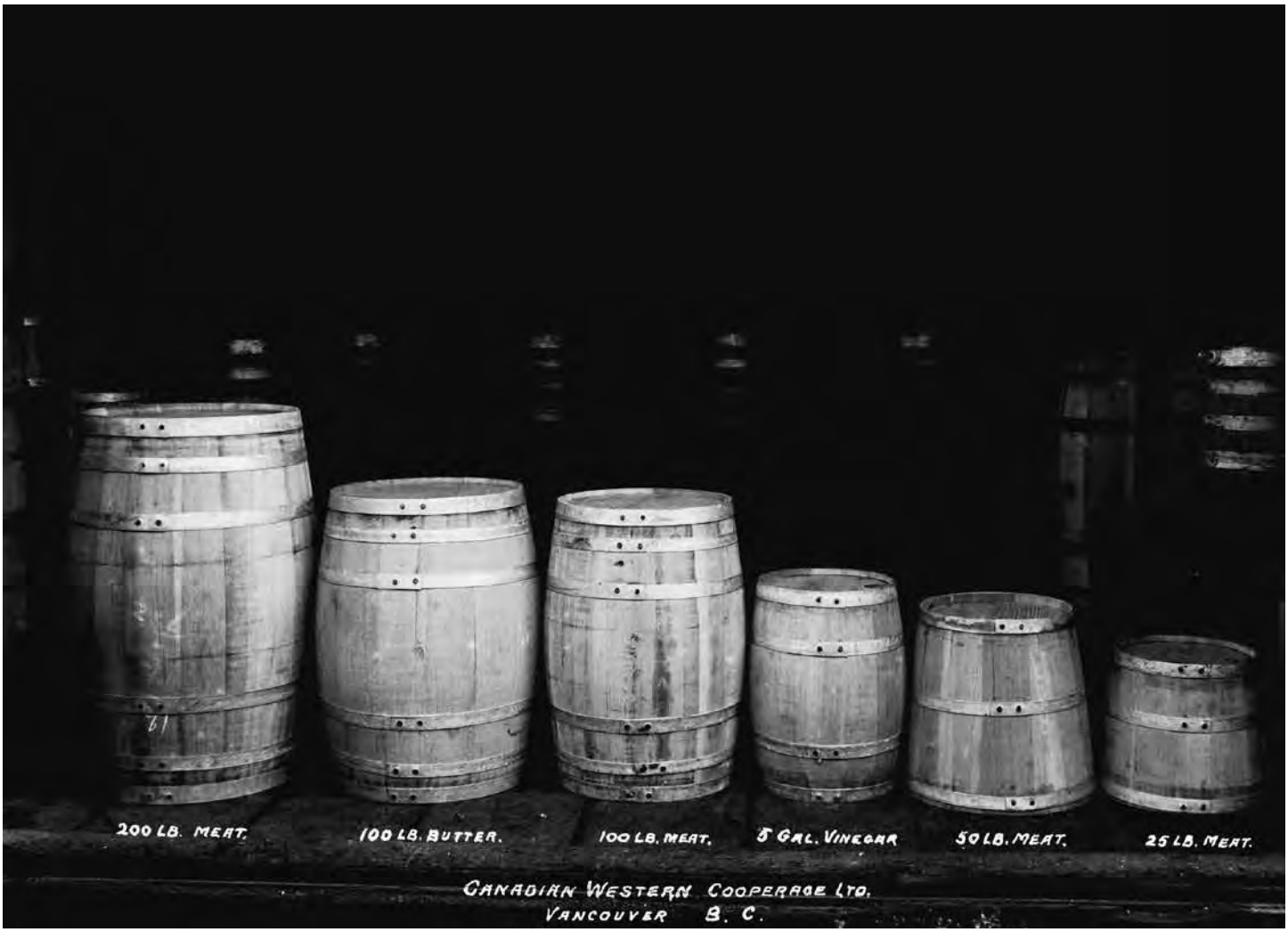
Water-borne travel has always been significant, from the time of the First Nations people who moved seasonally, traded and fished in their canoes. The development of the port and water-based industries supported a robust shipbuilding and repair industry, that responded to the needs of industry, wartime demands, transportation and recreation. With ongoing redevelopment of the waterfront, little now remains of what was once a hugely significant industry for Vancouver.

View of West Coast Shipbuilders Ltd. on the southeast shore of False Creek, 1943 or 1944, CVA 677-1108

COMPONENT 2.D.8

MANUFACTURING

When Vancouver was first established, shipping rates favoured the import of manufactured items and consumer goods, and little local manufacturing capacity was developed. Arriving ships brought goods in cheaply as otherwise they would require ballasting; at first it was easier to import items like glass, nails and other construction materials than set up local industries to provide them. The demand for construction materials began to overwhelm the capacity for import, driving the establishment of local manufacturing, and as the gigantic fishing, lumber and mining industries grew exponentially, driven by Anglo investment, improved technology and the anticipation of the Panama Canal, support industries sprang up in response. The demands of wartime military production drove further intense industrial development. Over time, the city's industries expanded in areas that were easily serviced by water and rail, such as False Creek, Yaletown and Granville Island. In the postwar era, manufacturing moved away from the core to less expensive land, reflecting the shift towards truck-based industrial transportation and the development of suburban industrial parks.



Six sizes of barrels, Canadian Western Cooperage Ltd., circa 1926, CVA 99-1527

COMPONENT 2.D.9

WAREHOUSING

The arrival of the railway and port facilities established Vancouver as a significant point of transshipment. Commercial development raced to keep up with the city's growth, and warehouses were built along the waterfront and rail spur lines to sort, store, inspect, package and deliver goods to consumers. Spur lines facilitated the construction of warehouses along False Creek and later Granville Island. In a number of areas on the edge of downtown, escarpments were exploited to allow the construction of buildings that had direct rail access at their lower levels, but street access at a level or two above; this drove the development of massive cubic warehouses on the north side of Water Street, the east side of the 500-block of Beatty Street and on the CPR Reserve near the original Yaletown. With the decline in the importance of rail transportation and the rise of truck transport, businesses relocated to suburban industrial parks, leaving many warehouse buildings under-utilized or vacant. Robust in construction and with highly-flexible open floor plans, the city's surviving early warehouses have been adapted to serve a variety of new residential and commercial uses, turning historic industrial areas into vibrant new neighbourhoods.

East side of the 1000-block Hamilton Street, Yaletown, 1942, VPL 5181

Gault Brothers warehouse, Water Street, 1935, CVA Bu N511.1

COMPONENT 2.D.10

SCIENCE, TECHNOLOGY & INNOVATION

As a new and developing settlement, Vancouver was generally a follower, rather than a leader in technological innovation. Despite this, the growing city was quick to embrace new ideas, and was surprisingly nimble in adopting scientific concepts and implementing new technology. Vancouver was a progressive city of the modern era, and its developing infrastructure took advantage of modern technology. Over time, the city transformed through the development and application of innovations in transportation, communication, engineering, medicine and the exchange of scientific information. As the city's industries and institutions grew and matured, more research capacity was developed, and Vancouver is now a leader in many areas of science and technology.

Woman using the pneumatic tube delivery system at the offices of Kelly Douglas Ltd., 1946, CVA 1184-2097

COMPONENT 2.D.11

DIGITAL ECONOMY

The advent of digital technology has launched a transition from an industrial economy to an information-based economy, creating a 'Digital Revolution.' This has caused catalytic changes in access to information and delivery of content, causing a massive shift in Vancouver's cultural and economic infrastructure. The concept of the digital economy includes supporting technology (hardware, software, networks, etc.), e-business (any process conducted over computer networks) and e-commerce (transfer of goods and online sales). Increasingly, the digital economy has become intertwined with the traditional economy, with new applications such as social media blurring boundaries and adding complexity. Creative industries have become increasingly important to the local economy, and Vancouver is now recognized internationally as a leader in the development and application of new digital technology.

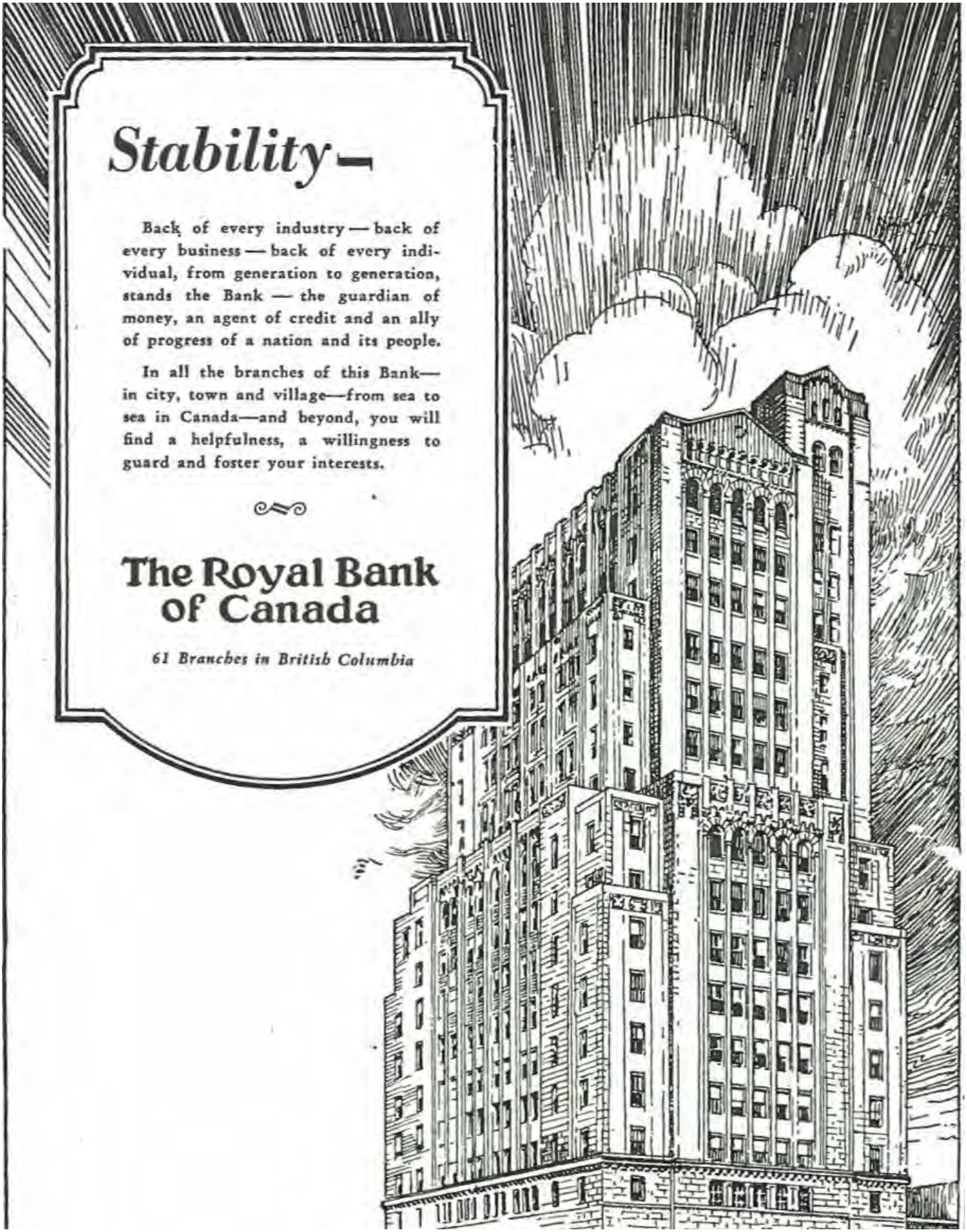
Computer Mapping Applications, 1981, CVA 800-4409

SUBTHEME 2.E
TRADE, COMMERCE & SERVICE INDUSTRIES

Located on the south side of Burrard Inlet, and originally the territory of the Musqueam, Squamish and Tsleil-Waututh, Vancouver was chosen as the western terminus of the Canadian Pacific Railway, a link to eastern Canada completed in 1887. The connection of the railway to a superb natural harbour turned Vancouver into a bustling transshipment point for goods and people, facilitating international trade and commerce. This subtheme encompasses Vancouver's role as a centre for finance, the commercial exchange of goods and services, the development of service industries and the city's growing role as a global tourism destination.

Top: Nelsons Laundry truck in front of 2300 Cambie Street, 1936, CVA 99-4920

Maxine Beauty School, 1931, CVA 99-4100



Rendering of Royal Bank Tower, 675 West Hastings Street, 1930, *Wrigley's British Columbia Directory*

COMPONENT 2.E.1

BANKING, FINANCE & INVESTMENT

At the time of Imperial expansion, there was a general sense of optimistic entrepreneurialism, fuelled by seemingly unlimited land and natural resources. Much of Vancouver's early development was backed by British investment, and the completion of the transcontinental railway, and the linkage to world-wide trade routes, promised a continuing flow of good, solid profits. Massive speculative investment was ignited by anticipation of the Panama Canal, fuelling the real estate market and the development of resource industries. Vancouver became a regional financial powerhouse, a centre for banking and investment. Despite structural changes over time, the city's economic drivers still reflect the same essential elements, based on a strong central banking system and a reliance on foreign capital.

Bank of British Columbia at corner of Richards Street and West Hastings Street, 1922, CVA Bu N69.2

COMPONENT 2.E.2

BUSINESS OFFICES

From its inception, the city required business offices to provide places for commercial, professional, clerical and bureaucratic work. Initially, small offices were provided on the upper floors of commercial buildings. With the city's explosive commercial growth at the beginning of the 20th century, purpose-built office blocks were developed, dense and cubic, and dressed in neoclassical styles that expressed a sense of wealth, integrity, endurance and confidence. Just two decades after the arrival of the railway, Vancouver was boasting the tallest commercial towers in the British Empire. Austere conditions in the early to mid-1920s resulted in the development of smaller-scale offices, but the improving economy in the late 1920s led to the construction of the city's first modern Art Deco skyscrapers. In the postwar era, sleek glass towers signalled the arrival of International Style architecture, reflecting the requirements of the modern workplace and dominating the skyline. The digital economy is now provoking other changes in how business is conducted and how office environments are designed.

Westcoast Transmission Building, 1970s, CVA 1435-59

COMPONENT 2.E.3

SHOPPING & RETAIL

The impending arrival of the transcontinental railway set off a booming retail trade, which grew to service the city's ballooning population. Water Street developed as the main working street, and along the next street up, Cordova Street, a series of small shops and retail outlets popped up to provide all manner of goods and services. Dry goods stores carried a variety of textiles, ready-to-wear clothing and sundries, and dairies, bakeries and butchers sold fresh food. Over time, shopping and retail patterns responded and catered to consumer demands. Commercial streets developed along the arterial streetcar lines that serviced the growing neighbourhoods. In the days before refrigeration, shopping was a daily activity, and small corner stores popped up in convenient locations. Downtown department stores offered all manner of household goods, and grew to massive proportions in the 1920s. The first 'cash-and-carry' grocery stores began to appear in the 1920s, reducing dependence on counter help and signalling the beginning of the self-service style of shopping. In the postwar era, the development of suburban shopping centres reflected the freedom and mobility offered by the automobile. Over time, the large department stores began to fail, their market share reduced by chain stores and big box retail. Today, online shopping commands significant market share, but many consumers continue to support all manner of retail outlets, including surviving corner stores that are being revived as active neighbourhood hubs.

Hudson's Bay Company along West Georgia Street, 1931, CVA 99-4066

COMPONENT 2.E.4

SERVICE INDUSTRIES

Over time, Vancouver has been home to countless businesses that provided consumer services. The service industries were a large source of employment, and essential to the functioning of the city. Services are intangible, and by nature ephemeral, and rapid changes in the sector are inevitable, usually leaving scant historical traces. As taste and technology changed, so did trends and practices in the service sector. The provision of customer services remains a significant part of the economy, and an important part of our commercial legacy.

Women pressing clothes at Nelson's Laundry, 1943, CVA 1184-731

COMPONENT 2.E.5

RESTAURANTS & BARS

Vancouver has always been a city of many restaurants and bars, of surprising diversity. Early hotels usually included a restaurant and a saloon, which served travellers and the working population. The early restaurants ranged from high-end dining to cheap cafés and culturally-diverse establishments that served the growing immigrant population. As many of the city's residential hotels did not have cooking facilities, numerous restaurants, cafeterias, saloons and coffee shops sprang up where people could eat and socialize. Granville and Hastings Streets were lined with numerous such establishments, which were crowded day and night. After prohibition ended, private clubs and veteran's organizations were granted the right to sell beer by the glass to their members. By April 1925, the first beer parlour licenses were issued. The hotels operated the main watering holes, which catered to a mostly male, working-class clientele. Throughout the city, coffee shops – open all day and often late into the night – lined the arterial strips and streetcar routes. In the postwar era, dining out became a popular pastime, ranging from high-end steak houses to drive-in chain restaurants. Vancouver's food and beverage industry now offers a vast variety of experiences, which reflect the city's global diversity.

Hotel Pennsylvania Beer Parlour [at 412 Carrall Street], 1931, CVA 99-3896

COMPONENT 2.E.6

PERSONAL CARE

The provision of personal care services was casual at first, and segregated by gender. Men's barbershops were originally set up in restaurants, saloons and baths, and women were cared for either at home or by one of several hairdressers that soon appeared. By the turn of the 20th century, barbershops had proliferated, and turned into a masculine preserve, where women were not allowed. Women's hairdressing salons also appeared, where more complete beauty treatments were offered. By the late 1920s there was an explosion of interest in more scientific beauty treatments, and throughout the city, elaborate beauty parlours sprang up. Personal care remained gender-segregated until unisex hair salons began to appear in the 1980s. Despite many changes over time, the provision of personal care remains a significant component of the service industry.

Georgian Beauty Parlour [at 3870 East Hastings Street], 1933, CVA 99-4307

COMPONENT 2.E.7

HOTELS

Hotels accommodated numerous travellers, as well as providing seasonal accommodation for workers in the resource industries. Early hotels were generally clustered near the city's entry points, with the notable exception of the CPR's first Hotel Vancouver, located at one of the highest points in downtown and designed to draw travellers up into the city. As the city grew, larger and more opulent hotels were built, with dozens of more modest hotels scattered throughout downtown and strung along Granville and Hastings Streets, providing accommodation, meals, and other services for travellers and tourists, and homes for many miners, loggers and fishermen. As the regional transportation network developed, 'motels' developed along car-oriented arterials that catered to motor tourists. Many early hotels continue to be used for long-term accommodation, and provide a significant pool of low-cost housing. As Vancouver continues to develop as a global tourism destination, the downtown hotel industry has been revitalized, and the need for increased tourist accommodation is being met by a variety of different forms of lodging.

Hotel Vancouver, Devonshire Hotel and Hotel Georgia, 1944, CVA 586-3200

COMPONENT 2.E.8

TOURISM

As a place of spectacular scenic beauty and accessible by many modes of transportation, Vancouver developed as a significant tourism destination. The mountains, waterfront and harbour, and tourist attractions such as Stanley Park, Siwash Rock and the Hollow Tree, became famous through thousands of photographs and postcards. The CPR promoted tourism vigorously, as did other railways and more recently, airlines. With the development of regional freeways, automobile tourism also became prominent in the early 20th century. Expo 86 was the starting point for exceptional growth in international tourism, as was the 2010 Winter Olympics, which again drew international attention. Vancouver has also become one of the most important ports in the passenger-shipping world, and Vancouver International Airport is one of the world's most significant air terminals.

Vancouver Transfer Company's horse-drawn sightseeing wagon 'Tally-ho' in front of the Hollow Tree, circa 1902, CVA Trans P31

SUBTHEME 2.F

LABOUR

This subtheme articulates the role of wage labour and unpaid work, including labour performed in industry, trade and commerce, and in the home, which supported the local economy. Vancouver's workforce has always been multicultural in nature, but inequities between white and non-white labour continued for much of Vancouver's history. This subtheme also recognizes the organization of unions, labour unrest, conflict and strikes, attempts to bring recognition to the plight of the unemployed, and the development of multicultural labour movements in Vancouver's workforce.

Top: Vancouver Bookbinding Company, Cambie Street, 1891, CVA Misc P12

Seafarers' International Union of Canada on strike at the Labor Temple, 1960s, VPL 44752B

Collier's Automotive gang on Granville Street, 1950, Foncie's Fotos. Collection Donald Luxton

COMPONENT 2.F.1

SEASONAL LABOUR

The massive industrial plants and resource-based industries that drove the provincial economy were mostly centred in Vancouver, with head offices that ran vast networks of remote plants and camps; these huge enterprises in the logging, fishing and mining sectors drove the city's booming economy. The remote resources industries were seasonal in nature, based either on the availability of the resource (such as salmon) or the weather. Seasonal, segregated housing was a distinctive feature of coastal industries. At the end of the season, workers would return home to their families, or else stayed at one of Vancouver's many downtown hotels that accommodated seasonal workers and unmarried men.

Employees at Hastings Sawmill, circa 1889, CVA Mi P4

COMPONENT 2.F.2

LABOUR UNREST & ORGANIZATION

There is a strong history in British Columbia of struggles by workers for labour rights, and a labour movement developed that was known for its militant and socialist roots. The beginnings of the movement were rooted in the period of economic expansion prompted by the construction of the CPR, which provided scope for the organization of workers. For many years, the struggle to organize labour was linked to the broader movements for women's suffrage and equal rights; labour unrest peaked in Vancouver during the tumultuous Depression years. The postwar era marked an expansion and consolidation of trade unions. In recent years, organized labour has adapted in order to remain relevant as a voice for workers and social justice.

The Bricklayers and Masons International Union's Labour Day parade float at corner of Main and Pender Streets, circa 1898, CVA Str P261

3 GOVERNANCE

This theme addresses the administration and governance of Vancouver, from the socio-political organization of the Musqueam, Squamish and Tsleil-Waututh, to the development of civic government, legal institutions, law enforcement and coastal defence initiatives. Included in this theme are the sites, people and events that had an impact on the development of Vancouver's civic administration.

Top: City Council members and officials standing in front of a tent with the sign 'City Hall' in a staged photograph, September 1886, CVA LGN 1045

The first City crest, designed by City Alderman Lauchlan Hamilton in 1886, *Vancouver Daily World*, April 13, 1892
Right: Vancouver City Hal, 1938, CVA City P25

SUBTHEME 3.A

ADMINISTRATION & POLITICS

This subtheme includes First Nations governance, the development of Vancouver's municipal infrastructure, and the influence of senior government in various spheres, including connections between the provincial and federal levels and the City of Vancouver. Sites, people and events notable in the political life of Vancouver are included under this subtheme.

Top: Market Hall and City Auction Mart, Main Street, circa 1895, CVA City P6

Photograph of Skwxwú7mesh Chief George from the village of Seȟáḵw with his daughter in traditional regalia, circa 1906, BC Archives

Mayor G.G. McGeer making a speech, 1947, CVA Port P953

Chinese Consulate at 3738 Pine Crescent, 1917, CVA 1376-310

COMPONENT 3.A.1

COAST SALISH GOVERNING STRUCTURES

The socio-political organization of the Coast Salish was unique and differed from that of the highly stratified organization of indigenous groups situated further north along the Pacific Northwest coast. Local Coast Salish culture was based largely on the longhouse, and complex systems of kinship. Within a culture of stewardship, ancestral laws and modes of governance involved protocols and agreements around land use and accessing resources. Their kinship system permitted the transmission of knowledge between generations. Today the Musqueam, Squamish and Tsleil-Waututh continue to embrace their traditional knowledge systems and heritage while maintaining and reclaiming their cultures and ways of life.

Chief Joe Capilano (fifth from left, front row), with a delegation of Coast Salish chiefs for a trip to London, England in 1906, CVA In P41.1

COMPONENT 3.A.2

CIVIC ADMINISTRATION & POLITICS

The City of Vancouver was incorporated on April 6, 1886 under special provincial legislation, which granted – and still enables – more and different powers than any other community in British Columbia. As the city's population grew, and its borders expanded through amalgamation, the civic bureaucracy stretched in size and complexity, requiring successively larger facilities. It took fifty years to move from 'canvas to concrete,' with the construction of a landmark city hall during the city's Jubilee year, symbolizing an administrative maturation that paralleled the introduction of city planning. For the first fifty years, Vancouver's civic politics were characterized by ward politics, and the establishment of local civic parties that were not allied to provincial or national parties. The ward system was abolished in 1935 and an at-large system adopted, which opened the door for an emerging left-right split and the election of the first woman to city council in 1937. Over time, the elected term of council has lengthened from one year to the current four, reflecting the complexity of the city's administration and the changing nature of public service.

City Hall under construction, 1936, CVA 1399-23

COMPONENT 3.A.3

FOREIGN CONSULS

Consuls are official representatives appointed to represent a foreign country's commercial interests, assist its citizens who are travelling, living, or doing business there, and facilitate trade and friendship. A consul can be sent from their country, or may be a local resident appointed to the position; their office is considered a consulate. The United States opened the first consular office in Vancouver in 1887, and as Vancouver gained in importance, other countries sent or appointed consuls. In the 20th century, as the global diplomatic landscape broke apart and reformed through two world wars, these changes were evident in the consular representation at the local level. Today, dozens of countries, large and small from around the globe, maintain consular offices in Vancouver.

Group of Japanese-Canadians, 1929, VPL, 86004


Jean Davaux, of the Belguim Consulate, and his family, VPL, 60140


Mario Larenas with guitar at the Mexican Consulate, VPL, 61652

The Bayview Hotel, home to the first United States Consulate, circa 1887, CVA Str P75

SUBTHEME 3.B

LAW, ORDER & SECURITY

This subtheme addresses the development of a municipal police force and fire department, the upholding of public order, the protection of citizens and property, and the administration of justice.

Premier W.A.C. Bennett at the unveiling of the proposed new Court House complex, 1972, *Vancouver Sun*

Provincial Court House, circa 1895, CVA Bu N13

Top: Police patrol vehicle, circa 1914, CVA A-30-69

Demonstration of Vancouver's first fireboat, the *J.H. Carlisle*, 1928, CVA Bo P359

Vancouver Public Safety Building, Townley & Matheson, Architects, 1953, CVA 1399-100

COMPONENT 3.B.1

VANCOUVER POLICE DEPARTMENT

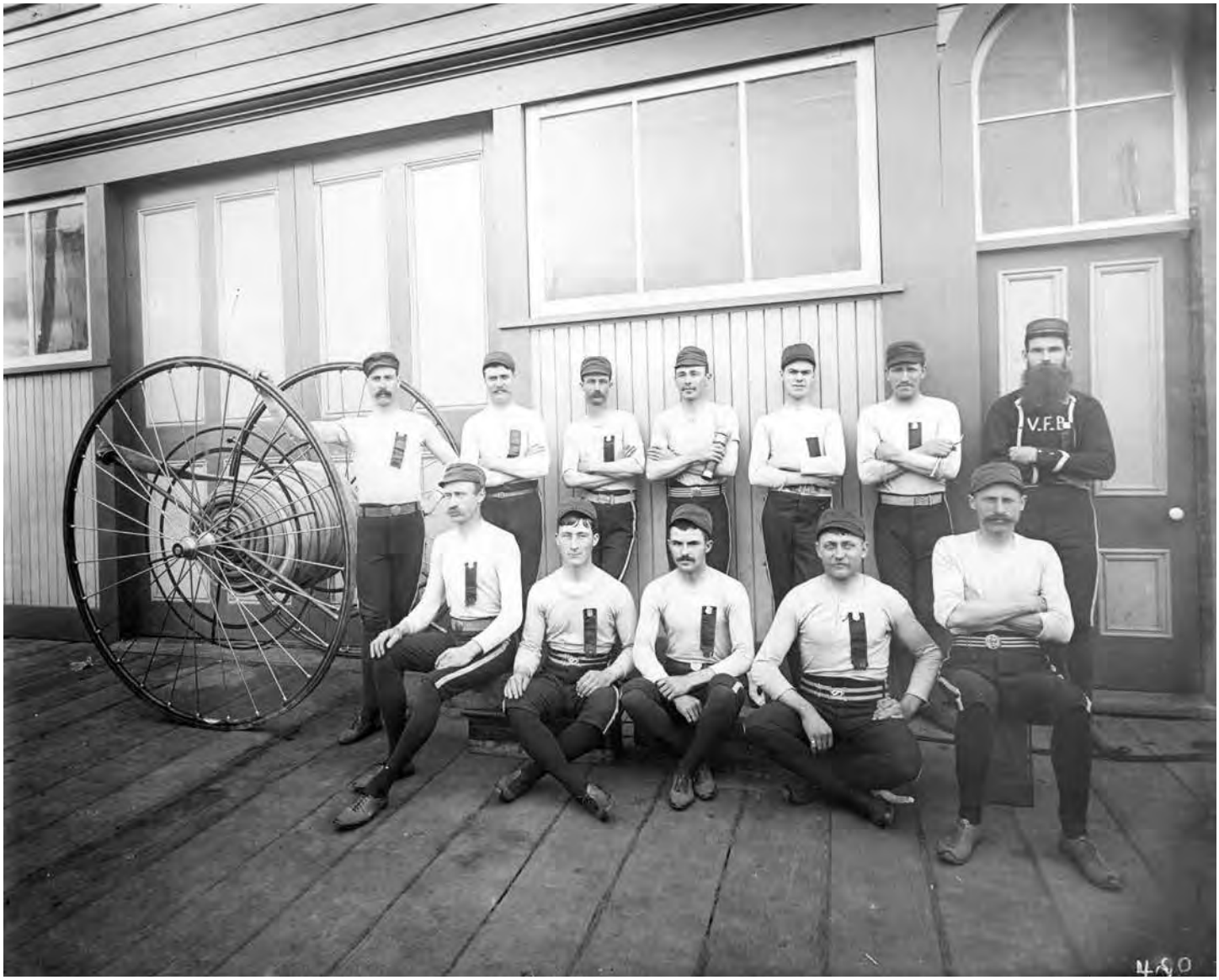
From rough frontier settlement to modern metropolis, law enforcement has grown in scale and complexity to meet the needs of the growing city. The establishment of a municipal police force ensured the maintenance of law and order, keeping the city safe with a combination of innovative crime prevention techniques and old-fashioned police work. The police force has evolved to reflect societal changes and evolving issues of technology and transportation.

Vancouver City Police in front of the old City Hall and Police Station, 1903, CVA Pol P4

COMPONENT 3.B.2

VANCOUVER FIRE DEPARTMENT

Destroyed in its infancy by a devastating fire, Vancouver was acutely aware of the vulnerability of its wood-frame buildings, its industries and its port. To ensure the protection of lives and property, the City established a volunteer hose company, which quickly evolved into a fully-paid city department. During the time of the great Edwardian-era expansion, a network of neighbourhood fire halls was established, and Vancouver became one of the first cities to embrace motorized fire vehicles. In the post-World War Two era, pent-up demand and the growth of the suburban neighbourhoods led to the construction and renovation of fire halls throughout the city. The growing height of buildings presented new challenges that required modern and improved equipment.

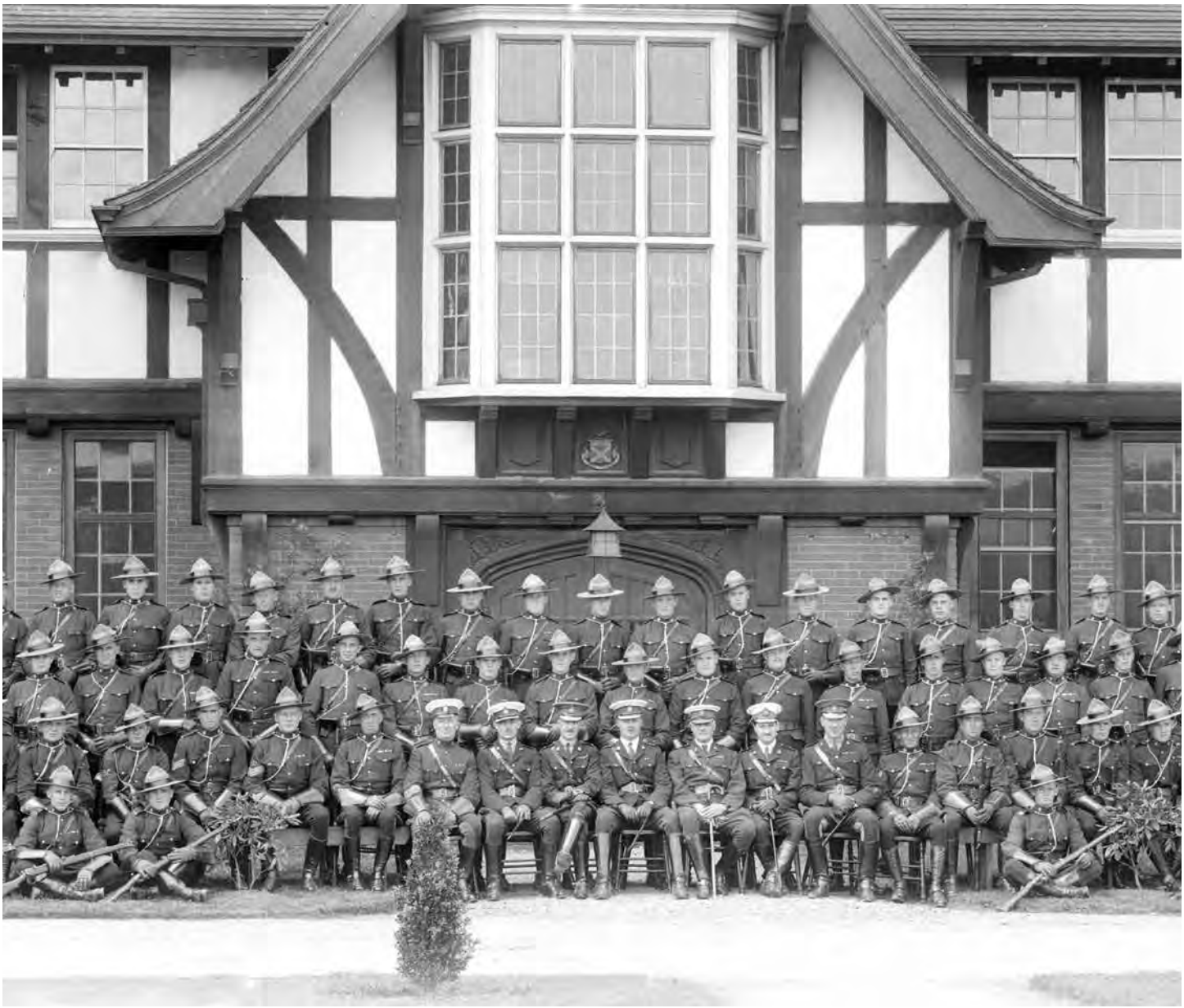


Vancouver volunteer fire brigade - hose reel racing team at Fire Hall No. 1 on Water Street, circa 1890, CVA FD P10

COMPONENT 3.B.3

ROYAL CANADIAN MOUNTED POLICE

The Royal Canadian Mounted Police is both a federal and a national police force, and provides law enforcement for all levels of government across the country, including provincial policing services for British Columbia. Formed in 1920 by the merger of the Royal North-West Mounted Police with the Dominion Police, the Royal Canadian Mounted Police was an integral part of law enforcement in Vancouver.



Royal North-West Mounted Police group photograph, circa 1919, CVA 99-5222

COMPONENT 3.B.4

ADMINISTRATION OF JUSTICE

The Constitution Act of 1867 created the judicial system in Canada, and the power for law-making was divided by topic between the national parliament and the provincial legislatures. The vast majority of court houses are built and operated by provincial governments, as most litigation occurs in their courts, including municipal bylaw enforcement, small claims, major civil litigation, family cases, and criminal prosecutions. Over the years, a series of successively larger, landmark court facilities were built to serve Vancouver's growing population, and symbolized the importance of the judicial system in maintaining the rule of law and civil obedience.

Vancouver Court House, Courtesy Walker/Eveleigh Family

COMPONENT 3.B.5

VICE: CYCLES OF TOLERANCE & SUPPRESSION

Vancouver, as a port city and rough frontier settlement of seasonal labourers, merchant seamen, and transients, was perceived by the morally upright as a haven of 'vice' – hidden and harassed by authorities and battled by righteous reformers. Public drunkenness, gambling, illegal narcotics and prostitution were seen as a threat to society, and were mixed together with racial rhetoric in a heady, titillating mix that boiled over on a regular basis. In a pattern seen over and over again, there was a cycle of tolerance and suppression of vice, which played out against the political landscape. Ultimately, it was a war against human nature that was doomed to failure.

The interior of the Balmoral Saloon, 2 West Cordova Street, circa 1904, CVA 677-166

COMPONENT 3.B.6

JUVENILE DETENTION HOMES & REFORMATORIES

Family life in Canada was in upheaval at the end of the 19th century, due to massive immigration, rural decline and rapid urban growth; community leaders often felt that traditional Anglo-Saxon family values were threatened, and took strong measures to ensure control over those that transgressed social norms. Social efficiency was one of the main obsessions of the period, and regardless of the type of reforms, the child became the keystone of society's reform efforts. As part of the legal framework for the control of 'juvenile delinquents,' detention homes and reformatories were established. Over time, the nature of institutional environments evolved, and a range of integrated programs and services now addresses the specific risks and needs of youth.

Girls Industrial School [and] Grounds, 1934, CVA 99-4421

SUBTHEME 3.C

DEFENDING VANCOUVER

This subtheme addresses the defence of the coastal port during times of conflict and peace. These initiatives include the development of military organizations, buildings and activities, places and people associated with the military and civil defence of the city, Vancouver during wartime, and the commemoration and remembrance of war.

Top: Troops at Cambie Street grounds, circa 1914-17, CVA 99-1150

Japanese-Canadian War Memorial, 1920, CVA Mon P9

Lieutenant H.O. Mock, R.N.V.R. with a large gun battery at Ferguson Point, Stanley Park, 1914, CVA 371-2620

Troops leaning out of train windows to say farewell to friends and family on the CNR station platform,1942, CVA 1184-152

COMPONENT 3.C.1

DEFENCE INITIATIVES & MILITARY BUILDINGS

Despite its strategic location and importance, Vancouver has never been on the front lines, but defence initiatives have been continuous, spurred by perceived threats and the outbreak of distant wars. The two World Wars had a vast impact on the city, which continued in the postwar era through the Cold War and current conflicts that affect global security. Vancouver's history of defence includes the establishment of early military reserves to protect the harbour, the creation of gun batteries and searchlight emplacements, the organization and training of reservists, and the building of drill halls and armouries.

Searchlight, Stanley Park Battery, LAC 1649077

COMPONENT 3.C.2

VANCOUVER AT WAR

Vancouver was profoundly affected when Canada was at war. Patriotic calls to duty drew thousand overseas, who shipped out by sea and rail and were demobilized the same way. The economy shifted to military production; industries such as shipbuilding and agriculture were essential to Canada's war efforts, and experienced wartime booms. On the Home Front, war had a profound impact on the civilian population, drawing women into the workforce and disrupting traditional societal roles. After the end of the Second World War, a prolonged period of peace settled in, but a new Cold War, and ongoing global conflicts, continued to have an impact on the city.

Troops landing from barges at Kitsilano Beach, 1943, CVA 586-1220

COMPONENT 3.C.3

CENOTAPHS & WAR MEMORIALS

After Armistice in 1918, monuments commemorating the lives of Canadians killed in overseas conflict began to occupy a prominent place in our urban cultural landscape. This included prominent public cenotaphs, as well as innumerable Rolls of Honour, plaques, stained glass windows, and other remembrances in churches, schools, post offices, clubs and public buildings. Other cenotaphs were erected, or existing monuments rededicated, after the end of both the Second World War and the conflict in Korea. Commemoration is ongoing; the Japanese-Canadian War Memorial now includes the name of a Canadian soldier killed in Afghanistan. Our cenotaphs and war memorials provide public places of contemplation and remembrance, rooting us to our wartime history and reminding us of monumental events.

Armistice Day ceremonies at Cenotaph, November 11, 1929, CVA 99-2010

Dedication of Garden of Remembrance, Stanley Park, 1948, CVA 371-2610

Unveiling of *Angel of Victory* War Memorial for C.P.R. Employees, 1922, CVA Mon P100

4 SOCIETY

This theme explores the development of the city's community life, and the ways in which the inhabitants of Vancouver lived together and cared for each other, in social interactions that were temporary and long-lasting, formal and informal, and independent. There are many different ways in which people have enriched community life, such as organizing the delivery of health, education and welfare services, practicing spiritual beliefs, establishing clubs and organizations, and watching and participating in community sports.

Top: 48th Grey Cup Parade, on Georgia and Howe, Metropolitan Community Council float, 1960, CVA 2008-022.183

Skaters at Trout Lake, 1929. [Star Publishing Co., Stuart Thomson, photographer. CVA 99-1902]
Right: Vancouver Schools, 1902, CVA 371-1115

Our Schools

Mt. Pleasant.
16 Rooms.

High.
8 Rooms.

Strathcona
16 Rooms.

Vancouver.
1902.

Fairview.
8 Rooms.

Dawson
16 Rooms.

Seymour.
8 Rooms.

Roberts
8 Rooms.

Central.
8 Rooms.

SUBTHEME 4.A

SPIRITUAL LIFE

This subtheme commemorates the expressions of spirituality, diverse belief systems, and remembrance in the lives of Vancouver's people. The First Nations people of the Pacific Northwest coast have an enduring connection with the land and sea, and many places throughout this area reflect their spiritual beliefs. After Contact, European settlers, as well as diverse cultural groups who contributed to the building of the early settlement and railway, also brought their religious belief systems with them, and places of worship sprang up across the city. The diversity of sacred places grew as the city's population expanded, reflecting many different cultural groups and religious denominations, and their development over time.

Top: Eastern view of Vancouver from the tower of Holy Rosary Church at Dunsmuir and Richards Streets, circa 1890, CVA Dist P128

Crematorium, Mountain View Cemetery, circa 1937, CVA Bu N519.1

Interior of Holy Rosary Cathedral at Richards Street and Dunsmuir Street, circa 1900, CVA Ch P5.1

COMPONENT 4.A.1

FIRST NATIONS SPIRITUALITY

The deep and enduring connection First Nations have with the land and sea of the Northwest Coast and 'sense of place' manifests itself through beliefs, practices, and spiritual places that continue to hold great importance, and are intrinsically linked to Coast Salish cultural identity. Although a number of historic sacred places have been lost or significantly altered through land development and erasure, they continue to be places of spiritual significance and sites for the transmission of traditional knowledge between generations. New sacred places relevant to today's First Nations are being established, which reflect both the existing and evolving belief system and cultural identity.

Siwash Rock, Stanley Park, 1902, Library of Congress 4a09764a

COMPONENT 4.A.2

RELIGION

As settlers arrived on Burrard Inlet, they imported and practiced their religious beliefs, and many places of worship were established. The diversity of sacred places grew as the city's population expanded, reflecting many diverse cultural groups and religions, and their evolution over time. The larger Anglo denominations and the Catholic religious institutions also established First Nations, Chinese and Japanese missions. As they developed, other religious congregations supported a variety of Ladies' and aid societies, Sunday Schools, clubs and other clerical activities. The Edwardian-era boom provided the resources for many faith-based congregations to build their own churches, which became the focal point of different cultural communities. As prosperity returned after the end of World War One, new religious congregations were established, and imposing new churches were built in the growing neighbourhoods in traditional period revival styles. Postwar suburbanization and an increase in immigration witnessed the arrival of numerous diverse religions. Many new neighbourhood churches were built, more modest in scale and designed in expressionistic modern styles. Today, Vancouver is a city of global diversity; with changing patterns of worship, many existing congregations are adapting by sharing facilities.

The shrine in the Sikh Temple at 1866 West 2nd Avenue, circa 1946, CVA Ch P85

Swedish Evangelical Lutheran Church, 1912, VPL 6847

COMPONENT 4.A.3

BURIAL GROUNDS & CEMETERIES

There are important sites of First Nations burial throughout Vancouver. As other cultures arrived, informal burial grounds were established in and around Stanley Park. Recognizing the need to prevent further burials in Stanley Park, in 1886 the City acquired land in a remote area in South Vancouver for development as a cemetery. Mountain View Cemetery is the second oldest burial ground in the Lower Mainland, and through later additions expanded to 106 acres in size. As was common practice at the time, separate areas within the cemetery were set aside for the Jewish and Chinese communities, and for veterans. Agreements were entered into with a number of fraternal organizations for burial of their deceased members and their families, with these graves often bearing distinctive engraved insignias. Mountain View Cemetery illustrates and commemorates the sweep of the city's historical development and the lives of many of its inhabitants.

Carved Musqueam funeral monument, 1928, CVA In P131

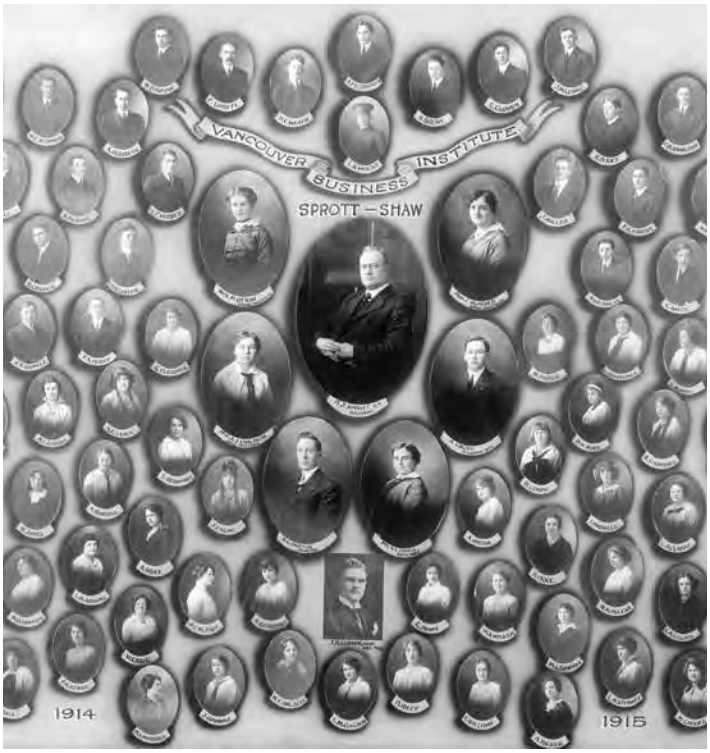
Chinese Prayers to their Dead, Mountain View Cemetery, circa 1900, CVA 371-1914

Mrs. Nellie Evans at her son's grave in 1939; Caradoc Evans was the first burial on the grounds of Mountain View Cemetery in 1887, CVA Port N173.8

SUBTHEME 4.B

EDUCATION

This subtheme articulates the early development and rapid maturation of the local educational system that served the growing city. It includes activities associated with teaching and learning by children and adults, and encompasses both public and private education.



Top: King Edward High School, 12th Avenue, circa 1918, CVA 99-1296

Vancouver Business Institute - Sprott-Shaw, 1914-1915 class, CVA Sch N118.1

DL 472 School, The 'Hesson' School, northeast corner of Ash Street and West 19th Avenue, 1938, CVA Sch N15

Provincial Normal School rendering by W.F. Gardiner, Courtesy Gardiner Family

COMPONENT 4.B.1

FIRST NATIONS EDUCATION

The Musqueam, Squamish and Tsleil-Waututh people of this territory have their own distinctive and defined educational systems, based on ways of knowing in harmony with the land, and transmitted through oral histories. The creation, preservation and disbursement of traditional knowledge was disrupted after Contact, when First Nations people became subject to colonial educational systems. Funded by the Indian Affairs Department, and administered by Christian churches, residential schools were the result of a policy to remove indigenous children from the influence of their families and culture, and assimilate them into the dominant Canadian culture. These policies forced First Nations off their lands, severed family ties and diminished traditional culture. While there were no residential schools located in Vancouver, many local families were impacted and had their children removed from the home and sent to residential schools in other communities. Today, acknowledgement and reconciliation of the negative impacts of residential schools is ongoing, and the reclamation of First Nations traditional knowledge has become a crucial part of maintaining and reclaiming indigenous traditional culture and ways of life.

Children sewing at Coqualeetza (residential school in Chilliwack), circa 1930, BCA i-51772

COMPONENT 4.B.2

PUBLIC EDUCATION

Increasing immigration in the 1860s and the desire to establish permanent communities led to discussions about the most appropriate type and structure of public education, and the role of religious organizations in its provision. Under Confederation, education was deemed a provincial responsibility. In response, British Columbia passed the Public Schools Act in 1872, which stated that all public schools would be non-sectarian and that education would be free. Vancouver's first school was established in 1872 at Hastings Mill; five years later a second school was established near the Fraser River to serve the agricultural settlements to the south. During the Edwardian era, the extension of streetcar service to newly subdivided areas created many new communities, and an extensive network of neighbourhood schools was established. During and between the two world wars, school construction languished, or proceeded fitfully, but after the end of the Second World War the postwar Baby Boom had a profound impact on the school system. The Vancouver School Board responded to rising demand by expanding and modernizing many existing schools. With new waves of immigration, a much greater diversity developed of both teaching staff and the student population, a trend that continues today.

Exterior of Point Grey High School - 5350 East Boulevard, 1936, CVA Sch N99.2

COMPONENT 4.B.3

PRIVATE EDUCATION

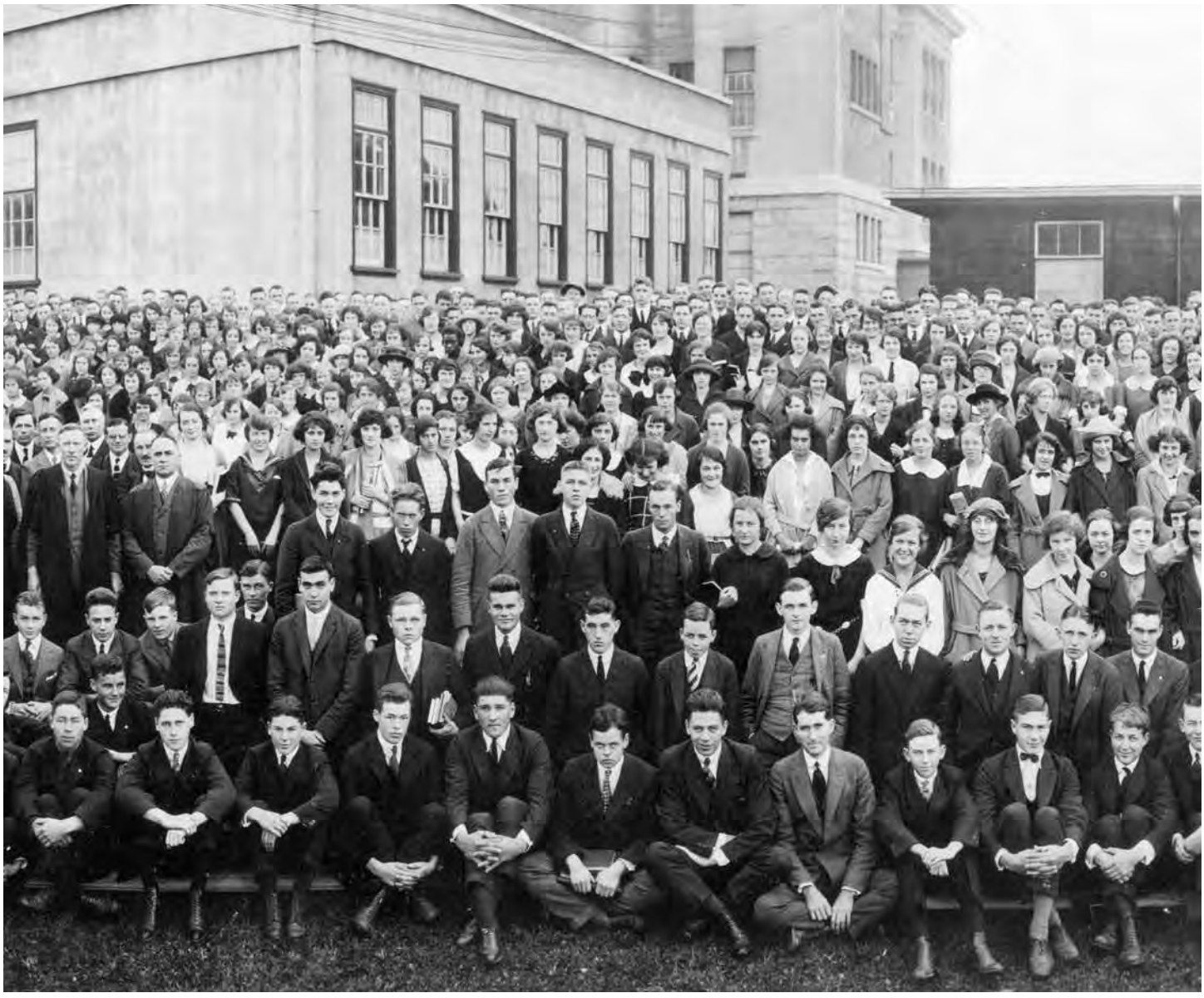
Educational opportunities were offered by private schools and churches prior to, then alongside, the nascent public education system. Independent schools operated without regulation or financial support from the provincial government but grew steadily in number. Early Anglo settlers sought to recreate girls and boys schools based on the British public school model, boasting cricket teams, blazer and tie uniforms and dormitories for boarders. Other families wanted their children educated in schools that upheld their own religious and cultural traditions, leading to the further establishment of diverse independent schools. Other schools were established for specific purposes, including business colleges that taught vocational skills. A variety of private schools continue to exist in Vancouver, providing alternatives to the public education system.

Archbishop Duke and group of priests on retreat at Vancouver College, 1934, CVA 99-4656

COMPONENT 4.B.4

POST-SECONDARY EDUCATION

British Columbia's first university was originally a branch of McGill University, and was housed in ramshackle temporary quarters until the opening of the Point Grey campus in 1925. Postwar population growth led to sweeping changes in post-secondary education. By the 1960s, two new universities had opened, and regional colleges were being developed that bridged the gap between high schools and universities, by offering two-year university transfer programs as well as continuing education. The Baby Boom created increasing demand for a broad range of post-secondary educational opportunities, driving the expansion of university and college infrastructure and programming.



University of B.C. Arts in front of the 'Fairview Shacks,' Laurel Street and 10th Avenue, 1926, CVA PAN P111

SUBTHEME 4.C

HEALTH CARE, SOCIAL SERVICES & PUBLIC HOUSING

This subtheme articulates the development and maturation of the medical, health care and social service systems that served the growing city. Health care includes activities and processes associated with the development and provision of medical services, while care facilities, often in an institutional setting, were provided by the government or philanthropic organizations. Social services were organized and delivered to promote community well-being including care provisions for children, the elderly and the disadvantaged. By the early 20th century, programs were instituted that addressed the chronic shortage of decent living conditions for those of low income.

Top: Nurse with Sixteen-Bed Arrangement for Newborns, Vancouver Coastal Health 1.1/1181

Red Cross nurse handing out cigarettes at Shaughnessy Hospital, 1944, CVA 586-2685

Blind man making a basket, circa 1927, CVA Port N86

COMPONENT 4.C.1

HOSPITALS & HEALTH CARE FACILITIES

Like Vancouver itself, the first hospital was a child of the Canadian Pacific Railway, a wooden shack born of a necessity to care for workers injured during the construction of the transcontinental railway. Acquired by the City in 1886, the shack was replaced by a new City Hospital within two years. With the city's explosive growth, expanded hospitals and health care facilities were required. Over time, successively larger, landmark medical facilities were built, such as Vancouver General Hospital and St. Paul's Hospital, to serve Vancouver's growing population; these prominent campuses symbolized the importance of the medical system in maintaining public health and well-being. In the postwar era, the medical system struggled to keep up with the demands of returning veterans and the Baby Boom, causing changes in the delivery of health care and a diversification of medical facilities. Today, the provision of medical care continues to evolve to meet the needs of a growing population.

The Exterior of St. Paul's Hospital, 1940, CVA Bu P701

COMPONENT 4.C.2

SOCIAL SERVICES

In the city's early years, when the government provided few formal social services, private and faith-based providers established the city's first care facilities with intentions of addressing social issues. Much-needed support was arranged for the poor, disadvantaged, orphaned, abandoned and elderly, who were often housed in institutional settings. Child placement and care agencies developed as a means of dealing with orphaned and abandoned children living on the streets. Following the end of the First World War, programs dealing with mental health issues, the deaf and the blind became the responsibility of the Provincial Department of Education, leading to the establishment of new specialized facilities. From the 1920s on, child welfare reformers fought vigorously to upgrade and streamline childcare services. In the postwar era, Canada developed a strong 'safety net' of social services, a primary component of which is universal healthcare, adopted in the 1960s. Over time, the concept of institutionalization has given way to the community-based delivery of social welfare services, supported by regional health authorities, social service agencies and private sector providers.

Taylor Manor, Home for the Aged, VPL 40601

COMPONENT 4.C.3

PUBLIC & SOCIAL HOUSING POLICIES

In the first half of the 20th century, there was a chronic shortage of decent low-income housing. In response, a diverse range of charitable and religious organizations provided community support, and local activists called for the introduction of housing programs; the drive for social housing in Vancouver complemented the tradition of housing activism that already existed in the United Kingdom and the United States. In 1919, the first major provincial housing program to be instituted was the Better Housing Scheme that provided assistance to returning veterans; the program was implemented with varying degrees of success in Vancouver, Point Grey and South Vancouver. During the Depression, housing problems worsened; there was little affordable housing and existing housing stock was poorly maintained and deteriorating. This led to campaigns for low-rent housing in the late 1930s, and a more militant drive for relief during the housing emergency of the 1940s. In the postwar era, continuing concerns regarding housing affordability led to the construction of the city's first public housing complexes. Proposed slum clearance and urban renewal schemes were never fully realized, and were ultimately abandoned. In the 1970s, the redevelopment of False Creek South led to new, creative housing solutions. Senior government housing policies provided a range of opportunities, but declining funding shifted the focus back to the municipal level. At a time when Vancouver is considered one of the most unaffordable cities in the world, the City has assumed a strong leadership role in provision of social, affordable and rental housing.

Homes by Sharp, Thompson, Berwick and Pratt Architects on Knight Street, 1942, CVA 163-1

Construction of Raymur Place, 1966, CVA 780-348

SUBTHEME 4.D

SPORTS & RECREATION

This subtheme articulates the activities associated with the development of amateur and professional sports, and recreational activities, for all ages and genders in Vancouver. People have engaged in a wide variety of sports in Vancouver since the city was founded. There were expanses of open ground suitable for playing fields, and large areas of land for activities like golfing and hunting. Competitive and recreational team sports such as cricket, lacrosse and hockey have an extensive history, while the city's relatively mild climate and geographical location facilitated a wide variety of other private and public sports and recreational activities. The city has also hosted major sporting events such as the 1954 British Empire and Commonwealth Games and the 2010 Winter Olympics.

Top: 'Pro-Rec' members at a mass demonstration in Stanley Park, 1940, CVA Sp P46.4

Lila Gee, playground monitor, with children playing basketball at McLean Park, 1951, LAC e000944807

Stanley Park Lawn Bowling Club, 1919, Courtesy Stanley Park Lawn Bowling Club

Terminal City Cycling Club at the reservoir near Prospect Point, 1892, CVA Sp P18

SUBTHEME 4.E

COMMUNITY ASSOCIATIONS

This subtheme addresses the social and cultural organizations that served many different interests, adding to the richness of community life across the city. Community organizations represented the cultural diversity of Vancouver, as many groups banded together to promote common goals and assist their members during adverse times. In response to harsh conditions and a lack of social services, organizations were developed to provide support and mutual benefit. As Vancouver developed, numerous groups and associations sprang up to provide services, support and educational opportunities.

Top: Interior of Chinese Masonic Temple, 1918, CVA 99-276

B.C. Elks Association Annual Conference, Vancouver, 1933, CVA 99-4343

Gordon Neighbourhood House activities, 1945, CVA 586-3990

COMPONENT 4.E.1

COMMUNITY, CULTURAL & SERVICE ORGANIZATIONS

As the multicultural city developed, a diverse range of organizations were established to provide community support, mutual help, education and charitable works. Some organizations assisted in the delivery of social welfare services, but also served broader community and cultural needs, including recreational and educational opportunities. This included an array of cultural associations, service clubs, neighbourhood houses and community centres located throughout the city.

Britannia Community Services Centre, between 1960 and 1980, CVA 780-107

COMPONENT 4.E.2

SECRET & BENEVOLENT SOCIETIES

Early immigrants from the United Kingdom and the United States brought with them familiar structures of mutual assistance, including fraternal benefit societies and benevolent organizations that were a crucial part of the social safety net of the time. As the city developed, many other groups sprang up to meet specialized needs, such as the Chinese family clan and benevolent societies in Chinatown. The Chinese societies provided social support and general welfare services to their members otherwise not available due to discriminatory policies and practices at the time, and became a key aspect that defines Chinatown to this day. These organizations provided mutual support for their members, such as insurance, financial assistance in times of need, social outlets and networking opportunities. A number of these groups cloaked themselves in semi-religious mysticism, with initiation ceremonies, secret symbolic rituals and closed lodges. Over time, a number of these organizations have flickered out of existence, while others remain strong today.

Drill Corps of Granville Lodge No. 3 Knights of Pythias, 1888, Arch P17

COMPONENT 4.E.3

PRIVATE CLUBS

Businessmen's clubs were an important aspect of early Vancouver social life, and developed into bastions of power and wealth that dominated the business community. Women also pursued communities of interest and mutual benefit. Private clubs continue to provide places for networking and mutual benefit, but have evolved to recognize changing social realities.

Hycroft, now the University Women's Club, 1927, CVA Bu P688

A banquet at the Vancouver Club, circa 1920, CVA Port P1187

SUBTHEME 4.F

SOCIAL & REFORM MOVEMENTS

Vancouver is known for its diverse cultures, natural beauty, and social and environmental activism, and has a long tradition of effecting societal change through movements spearheaded by voluntary and community associations. The impact and experiences of these movements address larger expressions of social justice and civil rights. This subtheme addresses Vancouver's significant pioneering role in environmental, social and political movements, and its continuing legacy for global and community action.

Top: Dr. David Suzuki, 1975, CBC Vancouver Archives

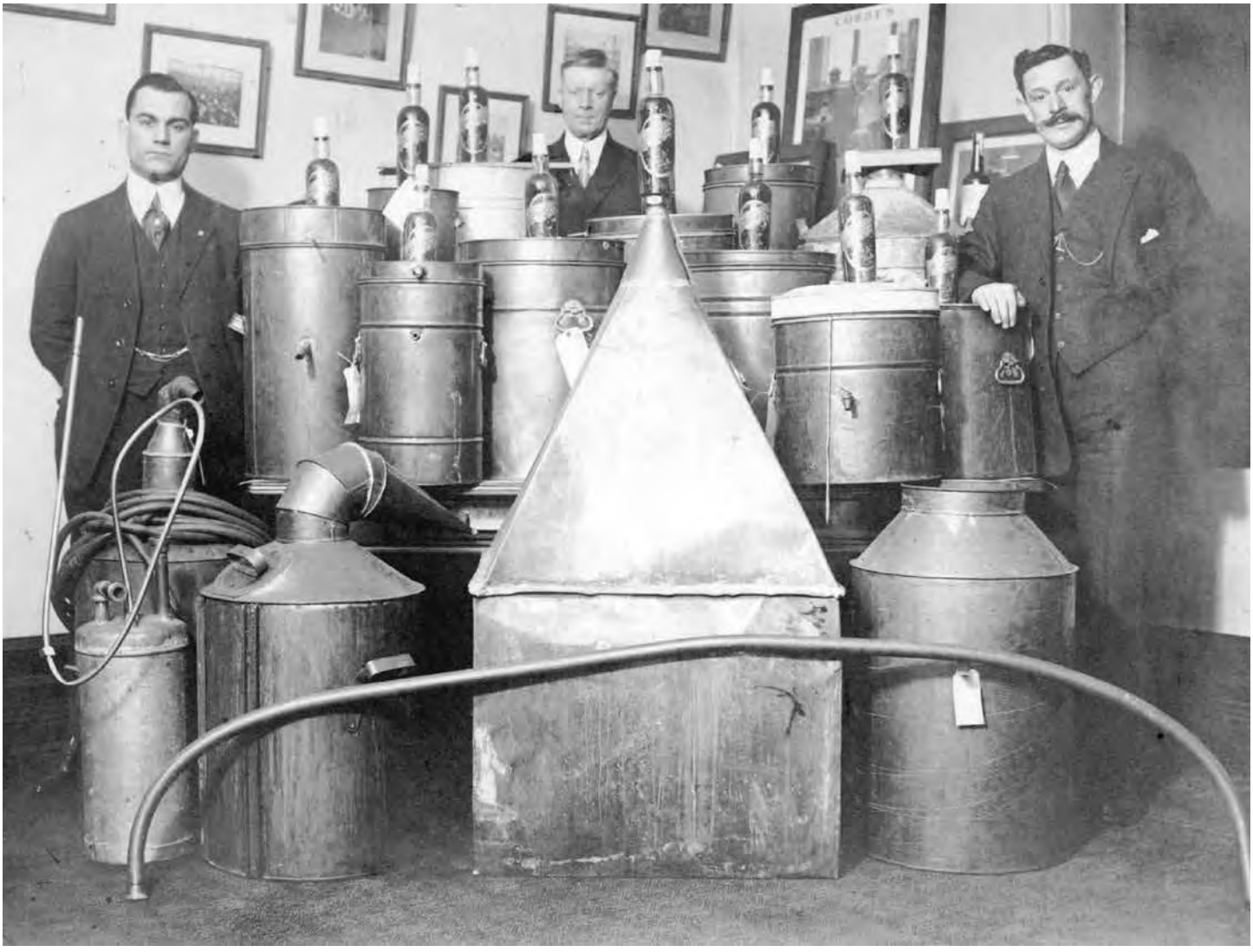
Gay Alliance Toward Equality press conference, 1979, B.C. Gay and Lesbian Archives

Mrs. Charles Robert (Alice Ashworth) Townley, who in 1929 became the first woman to be elected to the Vancouver Park Board, CVA Port P726

COMPONENT 4.F.1

TEMPERANCE & PROHIBITION

Policies to control the sale and consumption of alcohol in British Columbia were applied to First Nations peoples from 1854 to 1962, but liquor was freely available to all other cultural groups, and like many resource-based frontier towns, the raw young port city of Vancouver was no exception in having numerous saloons, watering holes and bars where many men pursued a hard-drinking lifestyle. Strong anti-temperance sentiment grew up that paralleled a vast movement across North America, leading ultimately to the enactment of Prohibition in 1917, an experiment that soon turned into a morass of corruption, scandal and class conflict. Drinking did not stop, and illegal drinking dens, speakeasies, and bootlegging operations sprang up. Although prohibition ended in 1921, the strictness of post-prohibition licensing laws in Vancouver meant that bootlegging and speakeasies carried on well into the 1950s. Although a failure, prohibition ultimately changed the way that men and women socialized, and the gradual easing of stringent restrictions resulted in a more casual acceptance of the public consumption of alcohol.



View of liquor stills captured during Prohibition, circa 1917, CVA 480-215

COMPONENT 4.F.2

EQUAL RIGHTS

During much of Vancouver's history, prejudicial distinctions based on ethnicity were commonplace. Racism had ongoing impacts on people's life, employment and security, and each group of Vancouverites outside of the dominant white society had its own set of experiences in achieving equal rights under the law. The worldwide Civil Rights movements, with their goal of ensuring that the law protected the rights of all people equally, had a broad impact on local struggles to achieve the recognition rights that are now guaranteed under the Canadian Charter of Rights and Freedoms.

White Lunch Ltd. No. 4, a restaurant well-known for limiting its clientele to reflect its name, 1918, CVA 99-5167

COMPONENT 4.F.3

SUFFRAGE & WOMEN'S RIGHTS

The local struggle for women's rights began as part of a worldwide suffrage movement. Women were granted the right to vote in British Columbia in 1917, and the first female MLA was elected the following year. Ongoing activism included the struggle for social and economic equality, and women were finally recognized legally as 'persons' in 1929, and could no longer be denied rights based on a narrow interpretation of the law. World War Two brought further changes in the relationship between the sexes, sowing the seeds for broader societal change that continues to resound today.

Architect's drawing for the new building which the Vancouver Women's Building, Limited, will build in Vancouver.

To YOU

Business and Professional Men of Vancouver in Whom Lives the Spirit of Civic Pride:—

Five Thousand public-spirited women, who are always aligned with every movement for the good of their city and nation, appeal for your full co-operation in one of their finest endeavors.

They ask that you who remember their unselfish support and sound co-operation in the great national campaigns for Victory Loans, etc., and in the cause of education, civic hygiene, nursing, hospital work, children's welfare—all labors of love and devotion—they ask that you men with a spirit of civic consciousness, help them, now.

They need and must have your help. But though not entirely devoid of sentiment, theirs is a business proposition. Read on:

Their organization—The Vancouver Women's Building, Limited—is the registered owner of a fine property on Thurlow Street, near Robson. On this they will erect a splendid building in which to house the various activities of the numerous women's organizations, and continue the good work that they have been doing for our people. The structure will be of sound proportions, especially designed for their work and needs.

SUBSCRIBE! Shares are $25. With the funds raised in the campaign, to begin on Monday, they will erect a building that will be a credit to our city. Building materials will be bought in Vancouver. Dividends will be earned.

Vancouver women are asked to meet at 522 Vancouver Block, TOMORROW AFTERNOON

The Drive Committee---

Mrs. J. H. MacGill, President; Mrs. W. J. White, Secretary; Mrs. Stanley Brown, Treasurer; Campaign Depository, Union Bank.

Vancouver Women's Building, Ltd.

Vancouver Women's building, *Vancouver Sun*, March 24, 1920; rendering by J.E. Parr.

Tilly Jean Rolston, MLA, between 1939 and 1943, CVA VLP 179

COMPONENT 4.F.4

GAY LIBERATION & THE LGBTQ2+ COMMUNITY

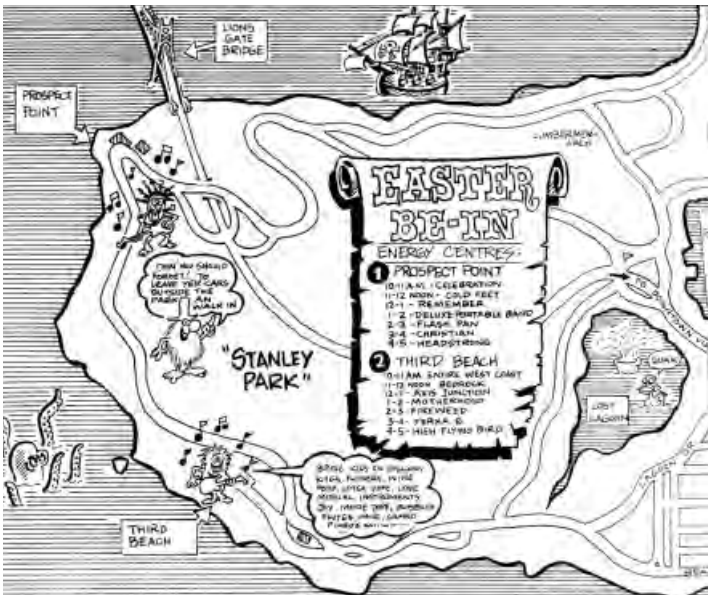
As a port city, early Vancouver had a reputation for vice of all kinds, and there is evidence of illicit homosexual activity in fragmentary remembrances and police records. The Second World War and subsequent demobilization brought many formerly isolated gay people together in military and peacetime activities. By the 1950s, clandestine meeting places began to flourish throughout the downtown, alternately tolerated and suppressed by authorities. Many remained 'in the closet' due to fears of devastating exposure, but by the late 1960s changes in the law and public attitudes signalled a new tolerance. Increasing political activism led to the first Gay Pride parade in 1978, and communities of mutual support appeared for gay men in the West End and for lesbians near Commercial Drive. The radical politics of the Gay Liberation Movement and community mobilization during the AIDS epidemic led to broader understanding, public acceptance and finally to equal rights for the LGBTQ2+ community.

The Lesbian Centre at 876 Commercial Drive, 1985, *Vancouver Sun*

COMPONENT 4.F.5

THE COUNTERCULTURE

By the 1950s, generational change was in the air, growing out of the influence of the Beat Generation, and leading to one of the most volatile periods of the postwar era. Inspired by the rise of the 'hippie' subculture in San Francisco and the 1967 Summer of Love, an anarchic youth movement rose that challenged, and threatened, authority and formed part of a larger context of civil disobedience and questioning of the status quo. Hippie fashion and values had a major effect on culture, influencing popular music, television, film, literature, and the arts. Ultimately, the freedom and diversity espoused by the counterculture has gained widespread acceptance.



Clockwise from top left: Crowd listening to Country Joe and the Fish in Stanley Park, 1967, *Vancouver Sun*; Naam Natural Foods Restaurant, West 4th Avenue, 1974, CVA 780-193; 'Hippies' in Vancouver, 1967, *Vancouver Sun*; Easter Be-In, map of Stanley Park, published in the *Georgia Straight*, March 30, 1972

COMPONENT 4.F.6

THE ENVIRONMENTAL MOVEMENT

Since the late 1960s, Vancouver has played a significant role as an incubator for pioneering conservation movements. The city's location on the west coast, prevailing progressive ideals and the spectacular natural setting made it an ideal crucible for members of the counterculture to ally with others of social conscience to protest the mistreatment of the environment. Based on both civil disobedience and demonstration models, local organizations developed that continue to play vital roles as advocates for the environment, both at home and on the international stage.

The crew of the Phyllis Cormack - the maiden voyage of Greenpeace in 1971 to Amchitka Island to protest against nuclear testing in America, Greenpeace/Keziere

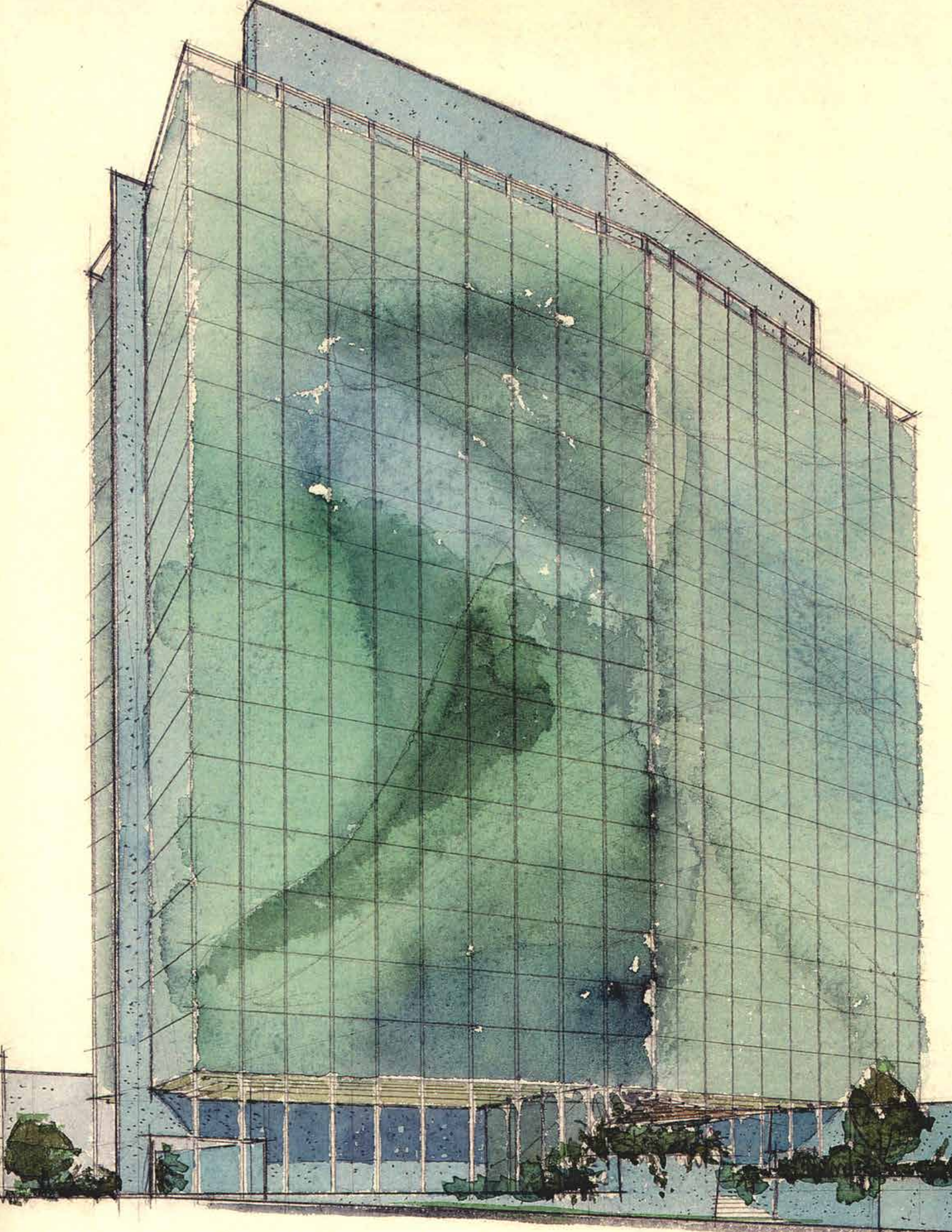
5 ARTS

Vancouver is a place of many cultures, and the combination of indigenous and imported, old and new, classic and modern artistic expressions has resulted in a unique cultural environment. This theme examines the development of Vancouver's artistic milieu from First Nations' formative culture to a dominant British Colonial expression, and ultimately to a more pluralistic representation of Vancouver's cultural diversity. As Vancouver developed, creative expression included high art forms as well as cultural traditions, beliefs, knowledge bases, language, and artistic expressions in multiple forms, representative of a diverse coastal culture. Many of Vancouver's creative institutions took root at a very early stage in the city's history, often driven by key individuals who strove to establish a veneer of 'genteel respectability' in the crude frontier town through the introduction of a local version of Anglo-European high art. The city's architectural expression represented many aspects of style, taste, and technology, and developed rapidly from crude frontier forms to refined, historically-inspired structures and then to progressive modernism.

Top: Children at Vancouver Art Gallery, 1931, CVA Bu P400.3

As the city grew and matured, the response to the creative arts and popular entertainment expanded based on talent, cultural traditions and technology, and continues to evolve as a culturally-inclusive artistic expression that recognizes the wide diversity of the city's population.

Above: Musqueam house post, 1908, BCA AA-00234
Right: Rendering of B.C. Electric Building by Ron Thom, Courtesy Ben Bialek Collection



SUBTHEME 5.A

COAST SALISH ARTISTIC EXPRESSION

The Musqueam, Squamish and Tsleil-Waututh provided the formative culture on the site where Vancouver now stands, including rich forms of artistic expression that reflect the land and its history. Coast Salish art was, and continues to be, highly unique, refined with an aesthetic sense of minimalism. Production of Coast Salish art was divided by gender, with men producing house posts, mortuary poles, and ritual objects, and women making woven capes, blankets, robes, and coil baskets with intricate geometric designs, some of which were also used in traditional rituals. By the 1960s, Northwest Coast art was beginning to gain worldwide recognition, which encouraged a renewed interest in traditional skills and resulted in the production of dynamic new artworks. The presence and work of First Nations artists is a strong testament to the dynamic and enduring connection Vancouver has with its first inhabitants, and the outstanding artistic expression of Coast Salish People has become internationally renowned.

Top: Ancient carved stone artifact from the Marpole midden, 1929, CVA In P132.1

Squamish woman, Mrs. George Johnnie, weaving blanket, 1928, Canadian Museum of History 71403

Left: Coast Salish 1936 Royal Paddle, Museum of Anthropology Object Number Nbz911
Right: Musqueam weaving, Debra Sparrow, courtesy of the artist

SUBTHEME 5.B

ARCHITECTURE & DESIGN

This subtheme focuses on the development of Vancouver's built environment, which represents a rapid and dramatic evolution of architecture, construction, form, style and use of materials from Coast Salish construction to rudimentary frontier settlement, to elaborate late Victorian architecture, an embrace of the Arts and Crafts and Neoclassical movements, renewed interest in Period Revival styles and the emergence of postwar contemporary design. Vancouver has matured into a modern city, at the same time retaining examples of many different building typologies from all eras of its architectural and urban development history.

Top: Sharp & Thompson, 1913, UBC Special Collections 1.1/816

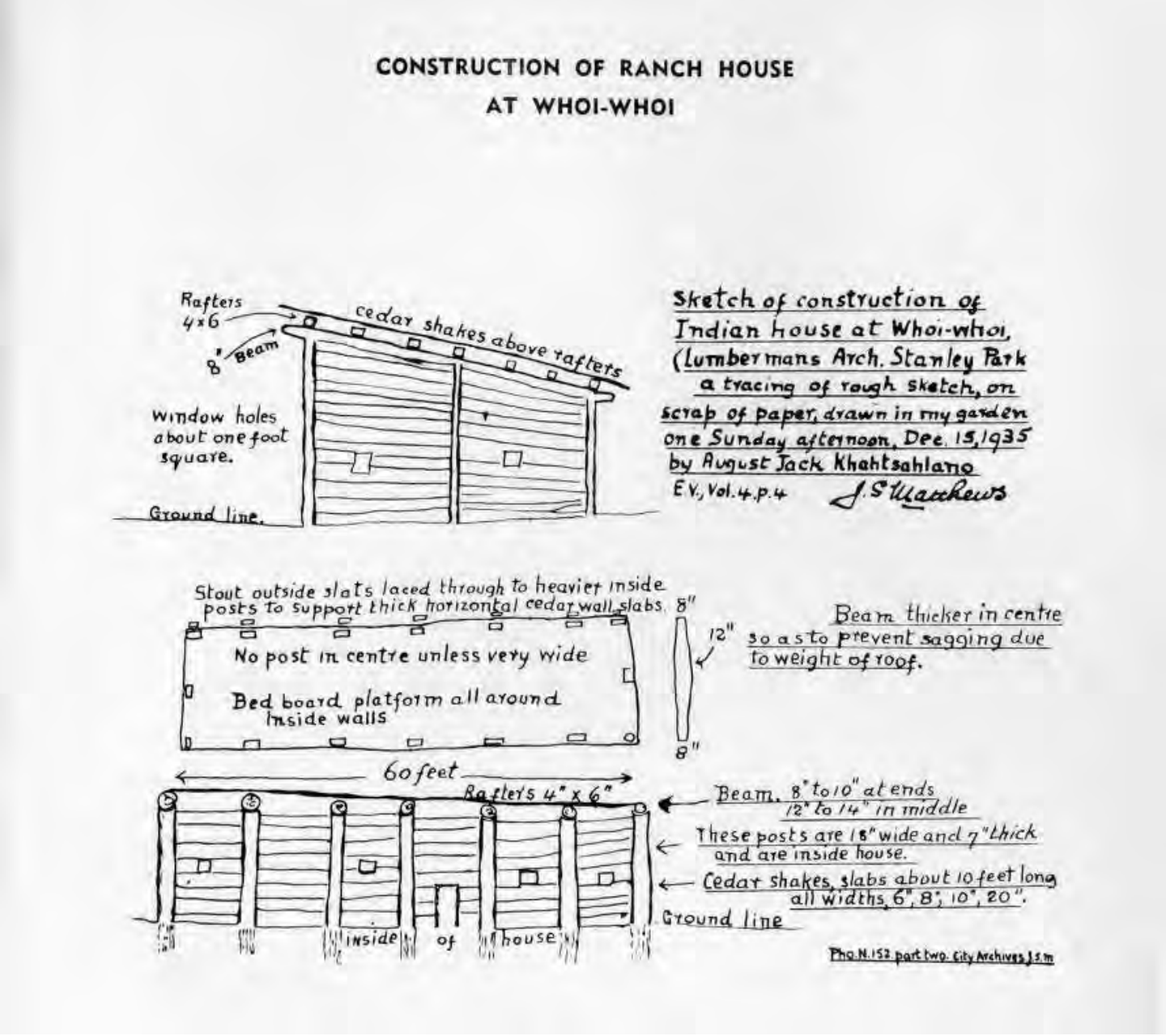
MacKay, Almond and Company, Wholesale Dairymen and Ice Cream Manufacturers, 869 Granville Street, 1904, VPL 8611

California bungalow house, built by Vancouver Home Builders, circa 1912, CVA M-11-67

COMPONENT 5.B.1

COAST SALISH ARCHITECTURE

The Coast Salish produced a truly remarkable traditional architecture; they were called 'the greatest natural carpenters in North America.' Their longhouses were distinctive in form, and also size. Built of cedar posts and planks, these massive structures housed extended families, with the interior divided into individual family living spaces separated by partitions. The arrival of the Europeans, and the systemization of the reserves, changed this traditional way of building forever.



Drawings from Major J.S. Matthews, Conversations with Khahtsahlano: 1932-1954, CVA 1955

COMPONENT 5.B.2

FRONTIER ARCHITECTURE

The early vernacular buildings of Vancouver were rough and utilitarian, shaped by their industrial and commercial functions, as well as local climate and geography. Frontier buildings represented a straightforward, utilitarian approach to design, using the most widely available material (wood) and the simplest structural systems to create space that was protected from the weather.

East Cordova Street, looking northwest, 1887, CVA Str P223

COMPONENT 5.B.3

LATE VICTORIAN-ERA ARCHITECTURE

Vancouver evolved quickly from a rag-tag Frontier town to a more respectable settlement, and those made newly rich by the booming economy wanted to boast about their wealth and status by erecting impressive homes and commercial buildings. The introduction of new technology, the influence of pattern books and the ability to import fine manufactured materials allowed the construction of ornate buildings that attested to their owner's character and refinement. These buildings epitomized the social order of the British Empire at the tail end of Queen Victoria's reign, as the 19th century drew to a close.

Left: Exterior of Rev. J.W. Pedley's residence, 710 Richards Street, August 1888. [CVA Bu P112]
Right: Exterior of the second Ferguson Block, 200 Carrall Street, circa 1887, CVA Bu P80

COMPONENT 5.B.4

EDWARDIAN-ERA ARCHITECTURE

A radical change in attitude accompanied the start of the twentieth century, ushered in by an economic boom of unprecedented proportions. The styles of the Victorian era were perceived as stuffy and old-fashioned, and were succeeded by a taste for quieter, more regular architectural design. This new aesthetic found fertile inspiration in classical antiquity. The modern Classical Revival movement was sparked by the 1893 Chicago World's Columbian Exposition; the 'White City,' as the fair came to be known, ushered in a new age of classicism that was adopted as the ubiquitous style for public and commercial buildings of the prosperous Edwardian era. Equally potent was the influence of the Arts and Crafts movement, favoured for domestic architecture. Each style spawned a number of sub-styles that responded to the vitality and diversity of this active and expansive boom time.

Chalmers Presbyterian Church, 1923, CVA 99-3495

COMPONENT 5.B.5

INTERWAR PERIOD REVIVAL ARCHITECTURE

After the end of the First World War, North America, unlike Europe, carried on much as it had before. There was a yearning for past glories, and a sense of pride in the outcome of the war, leading to a renewed entrenchment of historical tradition that continued for several decades, until other powerful forces knocked it off course. The interwar period revival styles can be seen as the last stage of the development of established traditional architecture, but also as the threshold of the modern era.

Pacific Oil Burners House, 1931, CVA 99-3990

COMPONENT 5.B.6

MODERNISTIC ARCHITECTURE

The modernistic architectural movements that arose between the two World Wars – Art Deco, Streamline Moderne and Modern Classicism – symbolized a new alliance between art and technology. This period of emerging modernism was defined by cataclysmic world events that accelerated the decline of historical architecture. In its opulence and exuberance, Art Deco reflected the improving global economy, but the onset of the Great Depression ushered in a crushing austerity. The Streamline Moderne, influenced by emerging technologies and aerodynamic design, represented a new modern idiom and a rational, economical way to build. There was also a strong persistence of Classicism into the 1930s, especially for institutions that valued its associations with strong central authority. Embraced in the domestic, commercial and public sectors, the modernistic architecture ultimately paved the way for the postwar development of Modernism.

Marine Building, 1947, CVA Bu P346

Marine Building entrance, circa 1949, CVA 586-83.02

COMPONENT 5.B.7

POSTWAR ARCHITECTURE

During the postwar era, North America began to settle into a prolonged period of relative peace and economic prosperity. Returning veterans, an enormous demand for cheap housing, the Baby Boom, ready availability of automobiles and new consumer confidence all contributed to optimism, experimentation and unprecedented growth. There was a widespread acceptance of modern architecture, which was easy to build, inexpensive, economical of scarce materials and expressive of new technology, discarding traditional architectural styles and providing the means to re-conceive communities in a response to current social, political and economic realities. Over time, modern architecture developed and was re-invented dynamically in a variety of forms that reflected changing economies, aspirations and interests, ultimately looping back to an appreciation of historical precedents, but continuing to evolve in a contextual manner.

6187 Collingwood Place, *Selwyn Pullan: Photographing Mid-Century West Coast Modernism*

COMPONENT 5.B.8

HOUSING TYPOLOGIES

From the earliest settlement, there has been a wide variety of accommodation that housed Vancouver's people. Housing types were determined by many factors, including cost, cultural demographics, changing styles, personal taste and technology. From early on, many wished to establish their residency in a single-family home, but other types of accommodation were required for many different needs: travellers, seniors, seasonal workers and immigrants seeking to establish themselves sought accommodation in multifamily tenements and apartment houses. As the city densified, other forms of multi-family housing – such as high-rise towers – began to appear, dramatically changing the city's appearance.

Caroline Court, circa 1912, CVA M-11-76

Top: House, circa 1912, CVA M-11-71; Bottom: Thomas John Dales Residence, 414 Alexander Street, circa 1890, CVA SGN 295

COMPONENT 5.B.9

INDUSTRIAL & FUNCTIONAL DESIGN

Many buildings and structures were designed for industrial and functional reasons, without pretension to architectural style. The value of these utilitarian structures is in their expression of their function, either in their layout, design or materials, reflecting the nature of the working processes that they supported. Examples include factories, shipyards and manufacturing sites that have value in demonstrating the nature of labour, industrial production and economic development.

B.C. Sugar, 1915, LAC e010859404

COMPONENT 5.B.10

CONSTRUCTION TECHNOLOGY

Vancouver's built environment represents a rapid and dramatic evolution of construction techniques and materials, including early wooden vernacular buildings, the 20th century development of steel and concrete structures, and the 21st century exploration of manufactured wood products. Throughout the city, examples remain of methods of wood, masonry and metal construction that reflect the technology, materials and engineering of different historical eras.

From Top Left: BC Mills Timber and Trading Company Catalogue 79; Second Hotel Vancouver workers and terra cotta buffalo head, circa 1912, CVA 647-1; Eburne Gravel Co. and Eburne Sash, Door and Lumber, circa 1920s, CVA PAN N171A

COMPONENT 5.B.11

ARCHITECTS

Vancouver's architects demonstrated remarkable versatility in adapting to local conditions, producing many sublime and elegant buildings that we celebrate today as our architectural heritage. The initial rush of settlement attracted many architects seeking work and a place to establish themselves. Vancouver's booms corresponded with a time of mass migration from Great Britain, and almost all of the architects who immigrated here were young men from England and Scotland, trained through the apprenticeship system that prevailed at the time. The Edwardian-era boom attracted record numbers of architects, who established strong practices and partnerships, some of which lasted through the chaos of World War One, or recommenced after the war. These firms provided a stable model of professional practice that could manage increasingly complex technical requirements. British Columbia was one of the last provinces to require professional registration; until 1920 anyone could call themself an architect, whether they were qualified or not. Over time the white, male and British dominance of the profession was progressively diluted; women, and persons from other cultures, although still in the minority, made steady progress in the profession. Today, prominent architects from other countries are increasingly being engaged to collaborate on major projects, signalling a new phase in the city's international development.

Office of Townley & Matheson Architects, 1941, CVA 1399-411

COMPONENT 5.B.12

BUILDERS & CRAFTSPEOPLE

The first rough frontier structures were built without the need for skilled labour. The arrival of the railway opened a flood of opportunity for builders to construct the many and varied building typologies that were suddenly required. The demands of the growing city brought many master builders and craftspeople to town, who began to organize into larger companies to handle the increasing scale and complexity of numerous projects, including massive infrastructure improvements. Vancouver's buildings were also enriched by the work of innumerable talented craftspeople that carved and fashioned wood and stone, produced stained glass and provided decorative paint finishes. During the Edwardian-era boom years, construction companies proliferated and specialized, and branch offices of larger firms sprang up. Many of the firms established during the Edwardian era survived to prosper during the 1920s, such as Adkinson & Dill, E.J. Ryan, Carter-Halls-Aldinger and Hodgson, King & Marble, but few of these larger firms survived the lean years of the Great Depression. One of the local standouts was Dominion Construction, which expanded across western Canada, providing a model for the larger and more diversified construction companies that dominate the market today.

W.H. Chow advertisement, *Henderson's 1908 City of Vancouver Directory*, page 128

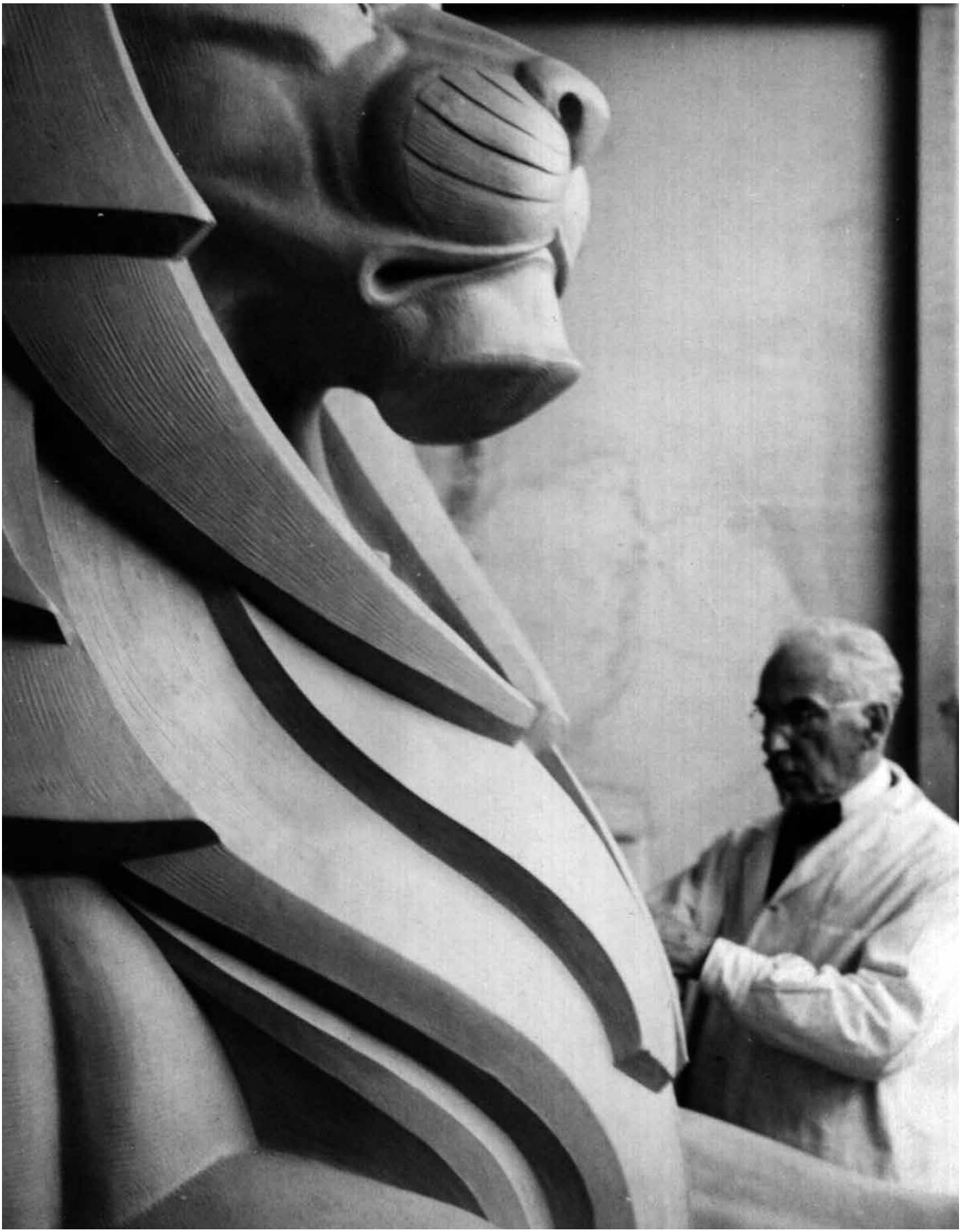
SUBTHEME 5.C

VISUAL ARTS

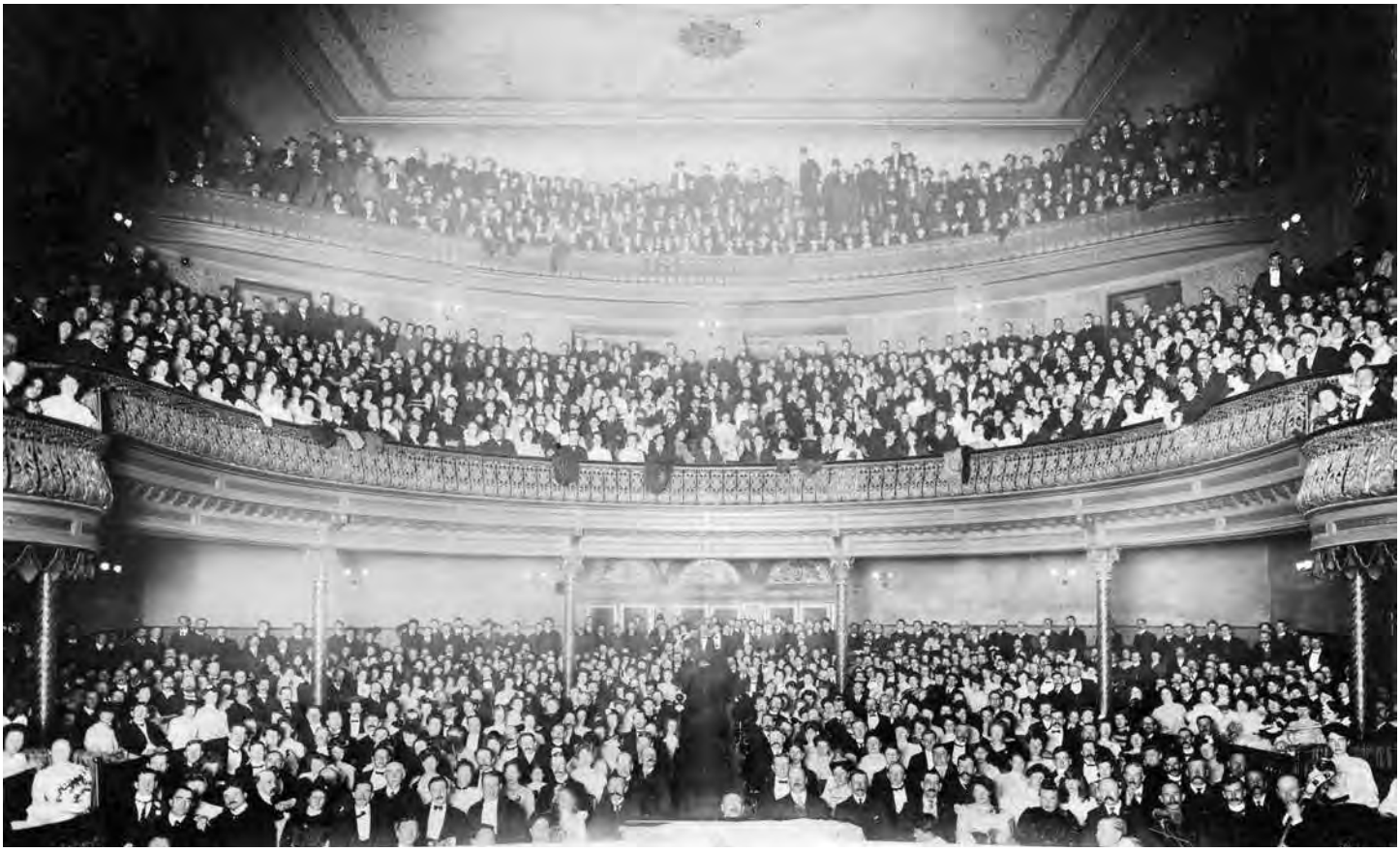
There were many amateur artists among the early settlers, and painting and watercolour sketching were popular hobbies, but there were few pretensions to the fine arts, and few professional artists to be found. As the young city grew, there was an increasing desire amongst artists to provide opportunities for exhibitions and for professional advancement, and associations of self-interest propelled the artistic scene. The establishment of the Vancouver School of Decorative and Applied Arts in 1925, the Vancouver Art Gallery in 1931, and private galleries, salons and studios provided a renewed focus, based on traditional British models. In the midst of this conservative environment, rebellious creative tendencies surfaced, and a strong expression of the local and indigenous coastal environment began to emerge that fractured the dominant cultural hegemony. The conceptual and performance art of the 1960s, experimental collectives in the 1970s, exploration of video as a cross-over medium, emergence of photography in the 1980s as a local focus, acceptance of the importance of public art, and the work of exceptionally creative artists has charted new directions, with Vancouver emerging as a creative and diverse powerhouse of the visual arts.

Top: Ordinary Seaman R. Alexander, an artist who painted the mural on naval development at H.M.C.S. Discovery, 1945, LAC PA-183343

Charles H. Scott and the Vancouver School of Art Graduating Class, 1937-38, Emily Carr University of Art + Design



Charles Marega working on the plaster model of the Lions sculpture, Courtesy Esmé Mansell



SUBTHEME 5.D

THEATRE

Early Vancouverites were fond of attending theatrical performances, both amateur local shows and those of touring performers who reached the remote settlement. Prior to the 1920s, theatrical entertainment could be divided into three main categories; vaudeville; stock companies originating elsewhere that took up residence in Vancouver; and American/British touring companies, who used the Vancouver Opera House as their main venue. Inspired by the European art theatre movement, the Vancouver Little Theatre Association was founded in 1921, and was one of the earliest community theatre groups in Canada. In the postwar era, professional theatre began to emerge, which led to the establishment of Vancouver's civic theatres in the late 1950s and early 1960s, as well as the founding of smaller, alternative, professional theatre companies during the 1970s. Over time, a thriving theatrical community developed, with mature and emerging companies, re-emergent First Nations cultural representation and popular events and festivals, supported by dedicated audiences.

Top: 'King Dodo' at the Vancouver Opera House, 1903, CVA Bu P389

The C.P.R. Vancouver Opera House, on Granville Street, under construction, circa 1891, CVA 677-713

Dora, Agnes Mary (Nannie) and Greta McCleery, in costume, practicing a play in the parlour of the big house, circa 1898, CVA 2009-005.240

SUBTHEME 5.E

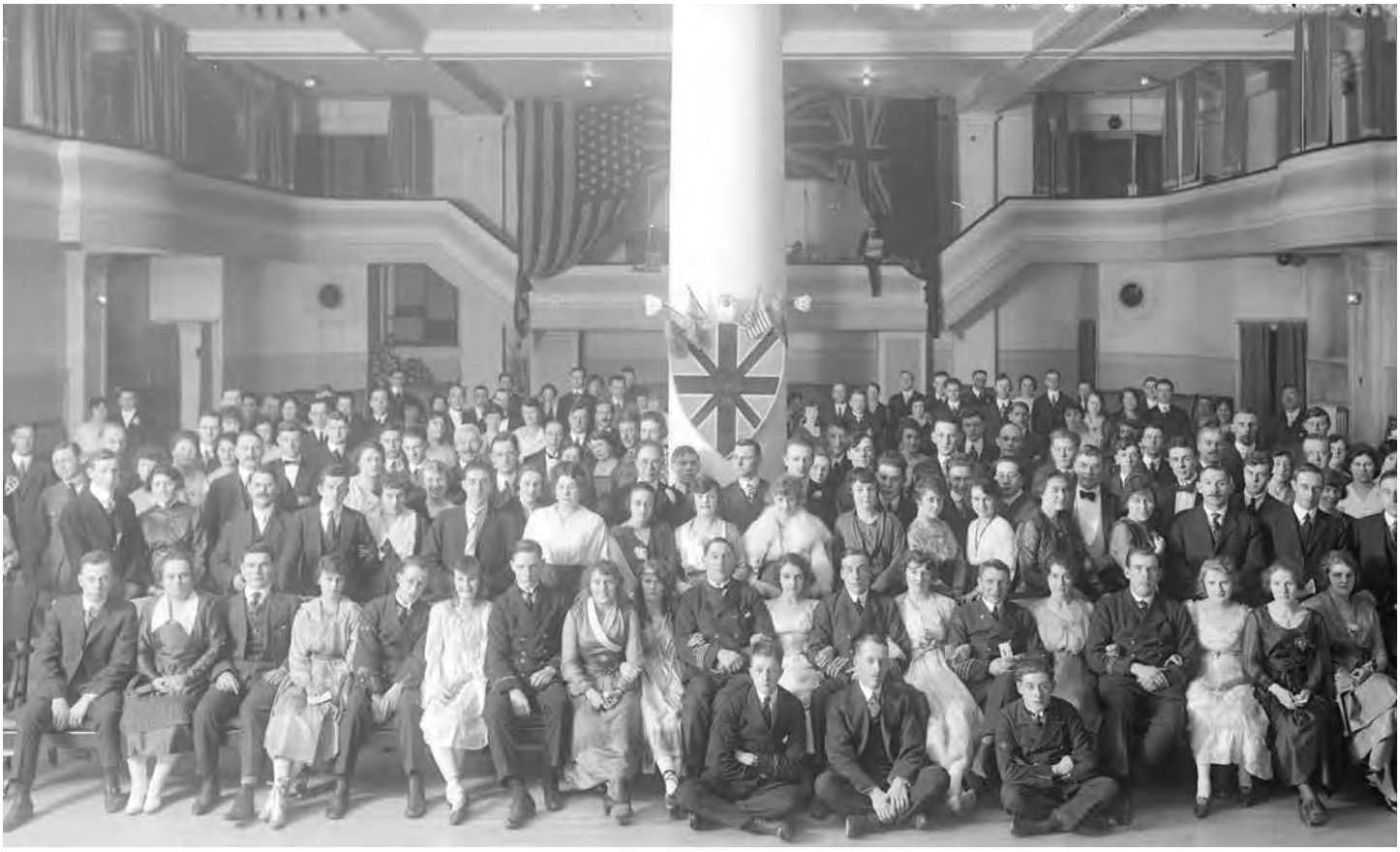
MUSIC

Music is as diverse as the people of the city, rooted in culture and ranging from indigenous roots to the classical music of Europe, to artistic influences from around the globe. Early Vancouverites turned up in large numbers for impromptu music performances, brass bands, parades and concerts. Families often entertained each other at home, and an upright piano was a staple item in a well-furnished parlour, later replaced by a radio, then a 'hi-fi.' Over time, professional musicians appeared and the local music scene began to develop. In addition to its own orchestra and opera company, Vancouver today supports numerous choral and chamber ensembles, music schools and creative musicians and composers. The production and consumption of music has now turned digital, but despite changes in technology, music continues to be enjoyed in all forms throughout the city in live and recorded formats. This subtheme addresses the creation, performance and enjoyment of music of all genres, for audiences of all types, in formal and informal venues.

Top: Malkin Bowl, 1936, CVA 371-47

Memorial Park Bandstand, circa 1926, CVA Bu N325

Vancouver Symphony Orchestra at Orpheum Theatre, 1920, CVA 99-5311



SUBTHEME 5.F

DANCE

From time immemorial, there has been a history of First Nations ceremonial dances. From Vancouver's inception, dance – both theatrical and participatory – has been popular, and balls and socials were a part of the city's social life from the very beginning. Vancouverites enjoyed dancing, and also enjoyed watching both serious and popular entertainment. Professional dance was originally limited to travelling performers, but over time the city supported the establishment of many local dance companies. Today, enthusiastic audiences support Vancouver as a home to internationally respected choreographers, teachers and dancers, a professional ballet company, dance festivals and numerous creative dance companies.

Top: Vancouver Daily Sun Staff Second Annual Dance, Lester Court, 1024 Davie Street, 1918, CVA 99-5296

A Chinese Lion Dance, between 1936 and 1938, CVA 300-202

United Service Show - Rona Tufts Unit, 1944, CVA 586-2016

SUBTHEME 5.G

LITERATURE

Vancouver has a rich history of all types of literature; this subtheme addresses the ongoing local development of the literary arts. An interest in literature and discourse marked the early history of the city, and stimulated local writers. At first, the majority of those writing about Vancouver and the coastal experience came from somewhere else. Early novels about Vancouver were stories set within a wild primeval landscape of mountains, oceans and river, describing the local experience as a titanic struggle against nature. Over time, writers emerged that captured a more profound connection to place, and the written investigation of Vancouver ultimately became more focused, introspective and varied, with innumerable publications that have investigated and chronicled the city's history, development, politics, neighbourhoods, physical environment, indigenous peoples, settlers and subcultures. Many strong voices have emerged to tell our local stories, and this rich tradition of west coast literature continues today.

Top: Charter Members of the Burrard Literary Society, 1891, CVA Cl P17

Pauline Johnson, circa 1902, CVA Port P1633

Interior view of Bailey Bros. stationer's store on Cordova Street, circa 1898, CVA SGN 43

SUBTHEME 5.H

CINEMA

This subtheme addresses both the making and viewing of cinema. The first moving images were seen in Vancouver in 1897, and local filming started a decade later. Audiences flocked to makeshift facilities that featured the first 'movies.' After an initial concern that their novelty would wear off, increasing attendance led to the construction of large purpose-built theatres, that hedged their bets by also showing live entertainment. The introduction of the 'talkies' quickly drove vaudeville into decline, and ushered in the Golden Age of Movies. Over time, television and other forms of entertainment ended the dominance of the movie theatre. In addition to providing entertainment, the movies ultimately became a major local industry. Vancouver developed as one of the largest movie and television production centres in North America, and became known as 'Hollywood North.'

Top: The Globe Theatre advertisement, *Vancouver Daily World*

Columbia Pictures crew, 1943, CVA 586-1175

Theatre Row, Granville Street, 1938, VPL 16412

COMPONENT 5.H.1

THE MOVIES

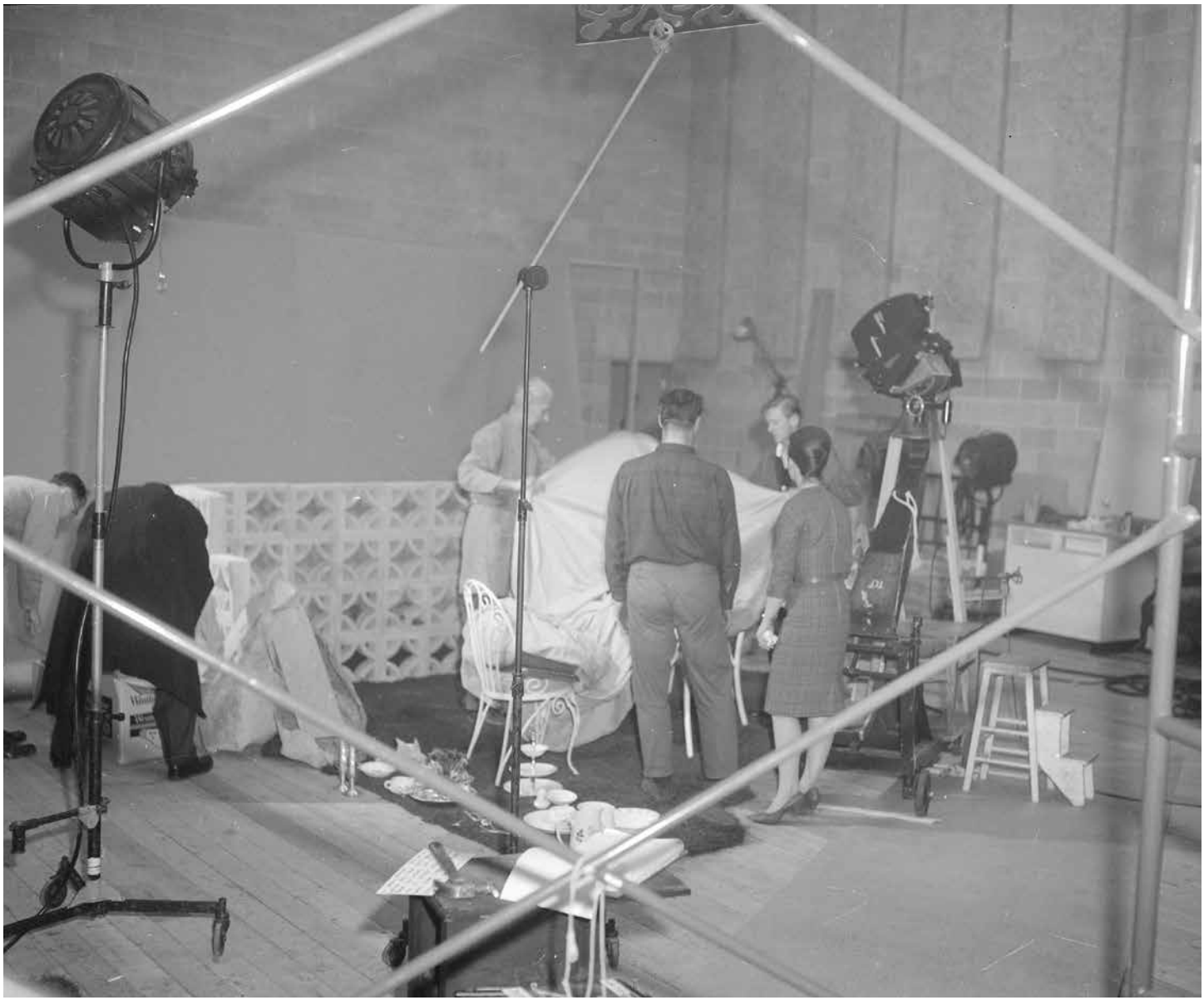
The first moving images were seen in Vancouver in 1897. Overnight, the phenomenon of the 'movies' hit the frontier, and Canada's first permanent movie house opened on Cordova Street in 1902. The comparatively low cost of admission, and improvements in technology, made the movies increasingly popular. Theatre chains, with purpose-built 'movie palaces' and elaborate distribution networks, began competing with each other, drawing large and dedicated audiences, but it was the onset of the 'talkies' that ushered in the Golden Age of Movies. Downtown cinemas were the largest and received the 'first-run' films, but smaller 'second-run' neighbourhood theatres – "The Nabes" – sprang up and became an essential part of community social life for several decades. In the pre-television era, the neighbourhood theatres became the backbone of the massive North American movie distribution network. By the 1940s the need for distracting and uplifting entertainment brought the love of cinema to greater heights, but the proliferation of television and its convenient 'free' entertainment in the postwar era caused single-screen theatres began to fail, and many were closed or demolished. The decline of the single-screen theatres did not signal the end of the movies; cineplexes, film festivals and repertory theatres flourish, proving that Vancouver still loves to 'go to the movies.'

Boxers promoting the movie "Meet the Navy", 1946, CVA 1184-2293

COMPONENT 5.H.2

HOLLYWOOD NORTH

The first moving images of Vancouver were created in 1907. With a benign climate, spectacular scenery and easy access, Vancouver has been used as a filmmaking location for over a century. Restrictive quota laws in effect in England between 1927 and 1938 prompted American producers to shoot low-budget movies in Canada for British screening, commonly referred to as 'quota quickies,' and Hollywood stars were seen on the streets of downtown Vancouver. When targetted quotas ended, local film production was choked off, until a number of other factors, including government programs and a pool of creative local talent, kick-started the local film and production industry in the 1960s. Vancouver has developed into one of the largest film and television production centres in North America.



People at work on a television or movie set, between 1940 and 1948, CVA 1184-3199

SUBTHEME 5.I

COMMUNITY COLLECTIONS

The city's rich cultural life is supported by a number of institutions that protect our collective memories in their mandates and collections. This subtheme addresses the many public and private galleries, libraries, museums and archives that reflect Vancouver's cultural development, conserve and make available artifacts and information of artistic, cultural, historical and scientific importance, and collect and make available sources of information.

Top: City Museum, Art Gallery and Library, 1932, CVA 677-711.2

The Archivist at work, 1941, CVA Port P567

City Museum and Art Gallery, West Coast Indian, and Pauline Johnson exhibit, 1932, CVA 677-711.9

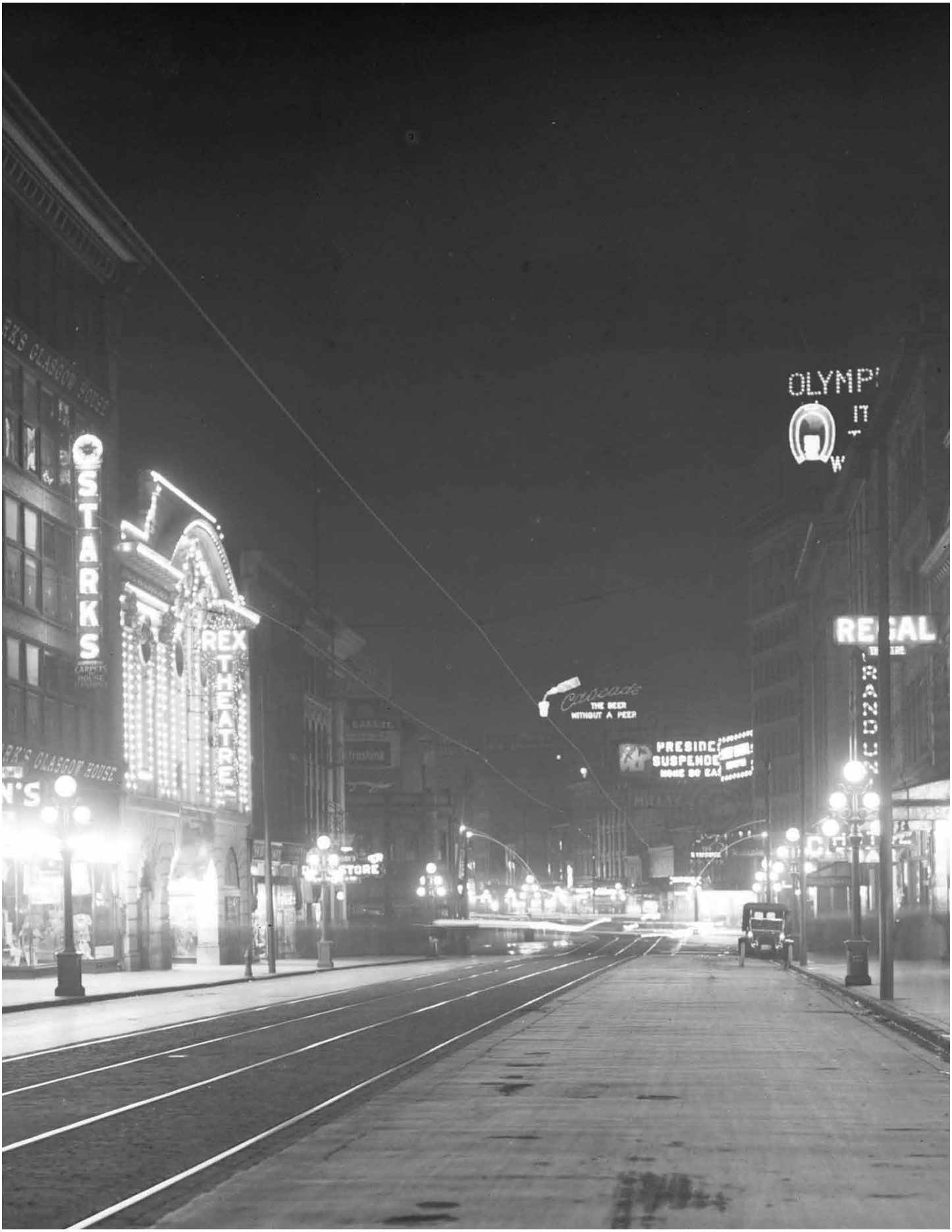
SUBTHEME 5.J

POPULAR ENTERTAINMENT

The Vancouver Opera House was the early city's main venue for popular entertainment. A growing population created the demand for many new theatres, cinemas, pool halls and restaurants; Hastings Street emerged as the heart of Vancouver's entertainment district at the start of the 20th century. From there, entertainment venues spread out across the city, including vaudeville halls, dance halls, night clubs and jazz clubs, which were woven into the social fabric of the city. Granville Street became home to the great movie palaces, and developed into today's Entertainment District. Prohibition, shifting social structures and new technology brought changes to show business, but Vancouverites still enthusiastically attended all manner of performances, events and clubs. This subtheme addresses the ways in which entertainment was sought and provided.

Top: Capitol Theatre Orchestra, 1921, CVA 99-5284

Five members of the Empress Jazz Orchestra of Vancouver's Empress Theatre, 1919, CVA 19-81



View of illuminated signs on Hastings Street, 1914, CVA LGN 1017

COMPONENT 5.J.1

VAUDEVILLE

One of the most popular types of entertainment in North America for several decades, vaudeville was a mix of variety entertainment, often made up of a series of separate, unrelated acts grouped together on a common bill. The popularity of vaudeville expanded with the growth of the city. With easy rail access, Vancouver became one of the top cities on the vaudeville circuit; Alexander Pantages, one of the foremost promoters of vaudeville, opened one of his first theatres in Vancouver. Even after it declined elsewhere, vaudeville remained popular with Vancouver audiences. With the growing popularity of the movies, variety shows took on new forms, and the vaudeville circuits died. Vaudeville ultimately had an enormous impact on show business, with many of its most talented performers driving the development of the movie industry, and later television, in their approach to variety entertainment.

Members of Happiness Vaudeville Company in 'The Symbols' as they appeared in the Orpheum Theatre, circa 1913, CVA 18-3

COMPONENT 5.J.2

DANCE HALLS, NIGHT CLUBS & JAZZ

Early saloons often provided entertainment, but were limited to a male clientele. The development of the local cabaret scene dates to the onset of Prohibition, when ragtime and jazz bands were established to compensate hotel audiences for the loss of alcohol. Dance halls also proliferated during Prohibition, and occupied a pivotal place in Vancouver's social scene; they were the forerunners of the modern discothèque or nightclub. For many years, Vancouver boasted a number of sophisticated supper clubs that acted the starting point for the travelling club circuit, and many Las Vegas acts were premiered here. Today, despite many changes in the type and style of performances and venues, Vancouver continues to support a lively entertainment culture.

Commodore Orchestra: Olie Olson with baton and sax, 1933, CVA 99-4293

SUBTHEME 5.K

EXHIBITIONS, FAIRS & CULTURAL FESTIVALS

Vancouverites have participated enthusiastically in countless public events. This has included annual festivals, such as the Vancouver Exhibition and its successor, the Pacific National Exhibition, and one-time events such as Expo 86 and the 2010 Winter Olympics. Numerous festivals, parades and events celebrate Vancouver's diverse cultural heritage. This theme addresses the exhibitions, fairs and festivals that provide opportunities for community gathering, celebration and amusement, which remain an intrinsic part of Vancouver's social life and cultural identity.

Top: Expo '86 Gondolas, 1986, CVA 2010-006.392

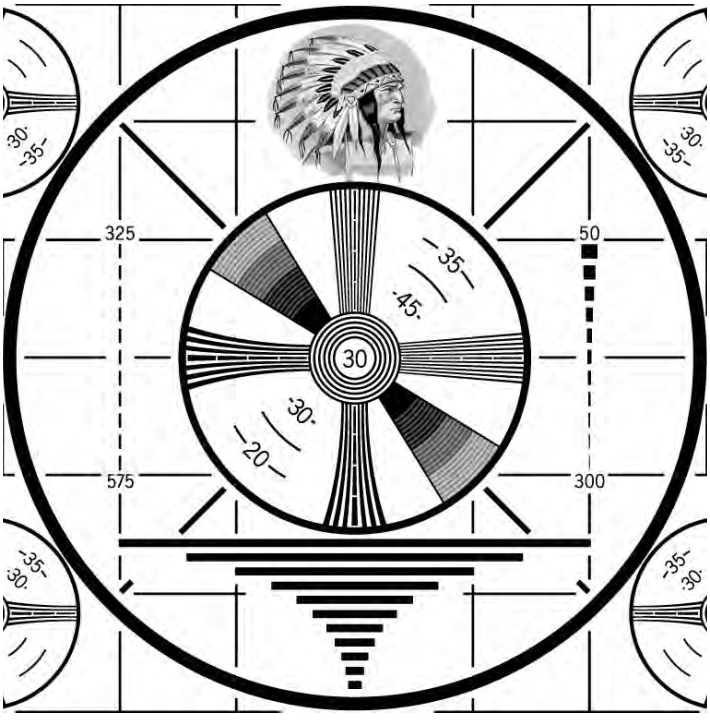
Stampede at Vancouver Exhibition, 1931, CVA 99-2603

Aerial view of P.N.E. Playland, 1963, CVA 180-5234

SUBTHEME 5.L

MEDIA

Epic shifts in technology over time have continuously sped up the dissemination of news, packaged content and community information. Print media dominated the early history of the city, but waned in influence as radio, then television, appealed in turn to consumers. The advancing digital revolution has signalled a new era in the delivery of information. Massive news organizations and agencies now provide structured content for mass consumption, driving the global and instantaneous dissemination of information. This subtheme addresses Vancouver's rich history of communication media, from print journalism through the development of electronic technologies such as radio and television, and the growing importance of digital media.



Top: CJOR radio broadcast, between 1940 and 1948, CVA 1184-2364

RCA Test Pattern

Composing room of *The Telegram* Newspaper, 321 Cambie Street, circa 1891, CVA News P1

COMPONENT 5.L.1

NEWSPAPERS

'Extra! Extra! Read all about it!' For decades, newspapers and magazines were the main source of news and community information, driven by new technology that fed a mass consumer market. Vancouver had several large competing dailies, which supported different political interests and wielded enormous power and influence. Prior to the First World War, newspapers clustered close to the court house, forming a newspaper district that was the city's earliest hub of commercial communication. In addition, many smaller and local newspapers appeared over the years, serving special interest groups and neighbourhoods, flickering into and out of existence while documenting the richness of the multicultural city. In the postwar era, newspapers faced increased competition from radio, and then television, and now digital sources, and over time many newspapers have closed or merged. Today, as new digital media forms emerge, traditional daily newspapers are evolving to deliver online content to meet consumer demands.

Chinese Times Newspaper Building, 1 East Pender Street, circa 1960s, CVA 780-472

COMPONENT 5.L.2

RADIO

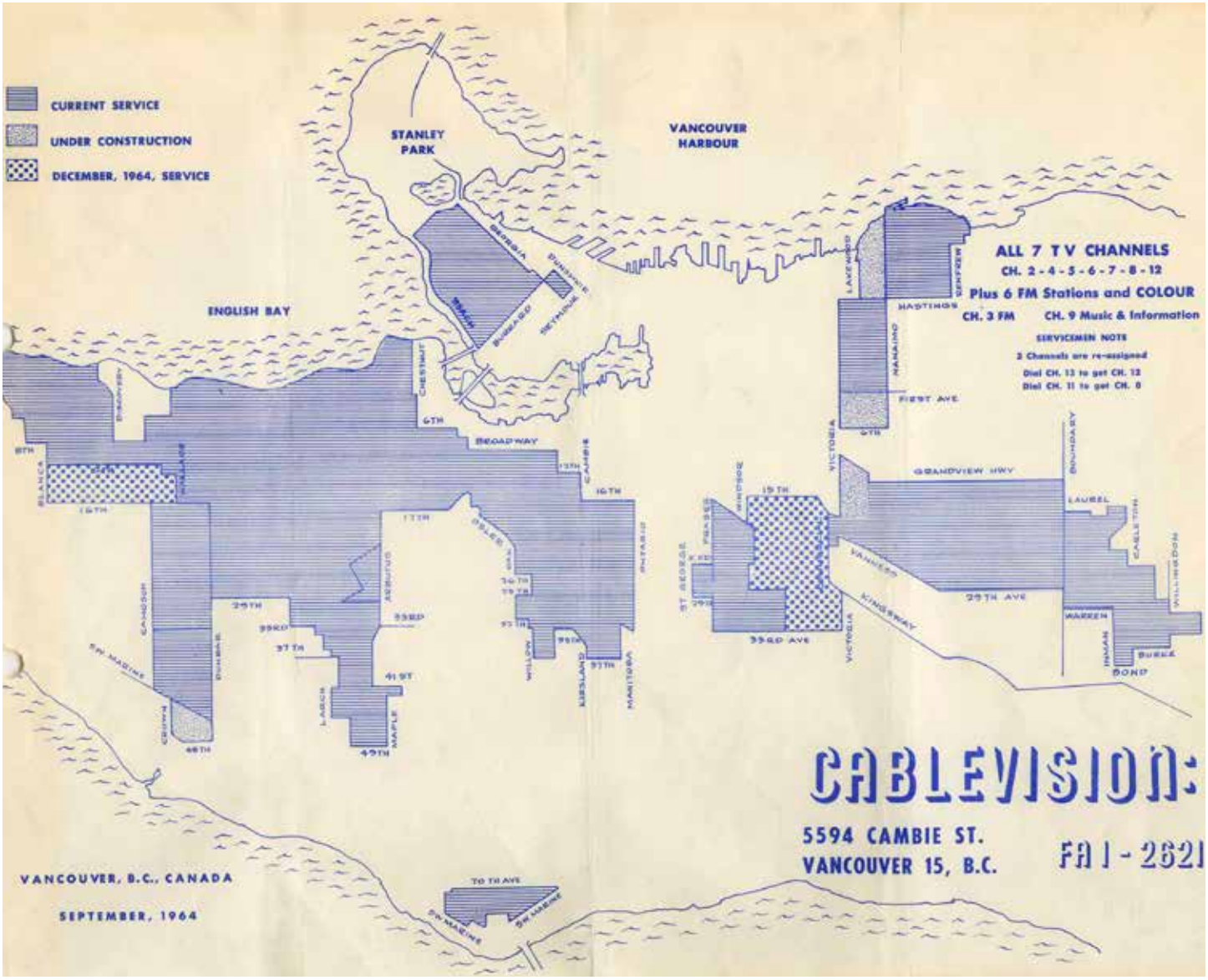
Radio technology remained largely untapped until the development of military uses during the First World War. Starting in the 1920s, commercial radio programming was embraced by an avid audience of listeners, who welcomed the 'radio' into their homes. Providing news and entertainment, this 'free' service was paid for by corporate sponsors through on-air ads and catchy jingles that promoted consumer goods and services. In the 1930s, radio developed as a significant cultural force through the establishment of a national network that supported local talent. During the war years, radio provided much-needed news from overseas as well as distracting entertainment. In the postwar years, radio followed popular trends and introduced rock-and-roll music and talk radio to Vancouver audiences. Over time, Vancouver's radio stations have grown to reflect the city's cultural diversity, and continue to deliver content both on-air and online.

CKWX radio announcer playing records in the broadcast booth, between 1942 and 1948, CVA 1184-2366

COMPONENT 5.L.3

TELEVISION

The phenomenon of television entered Canadian life in the postwar era. The first crude sets were seen in the 1940s, but explosive consumer demand drove the development of new technology, with ever-increasing improvements such as colour television, cablevision, satellite broadcasts and digital TV. Targetted government programs and a pool of creative local talent kick-started the local film industry in the 1960s, and Vancouver developed into one of the largest film and television production centres in North America. The proliferation of internet technology and digital streaming has now caused a revolutionary shift in the way that entertainment and news content is produced, distributed and consumed.

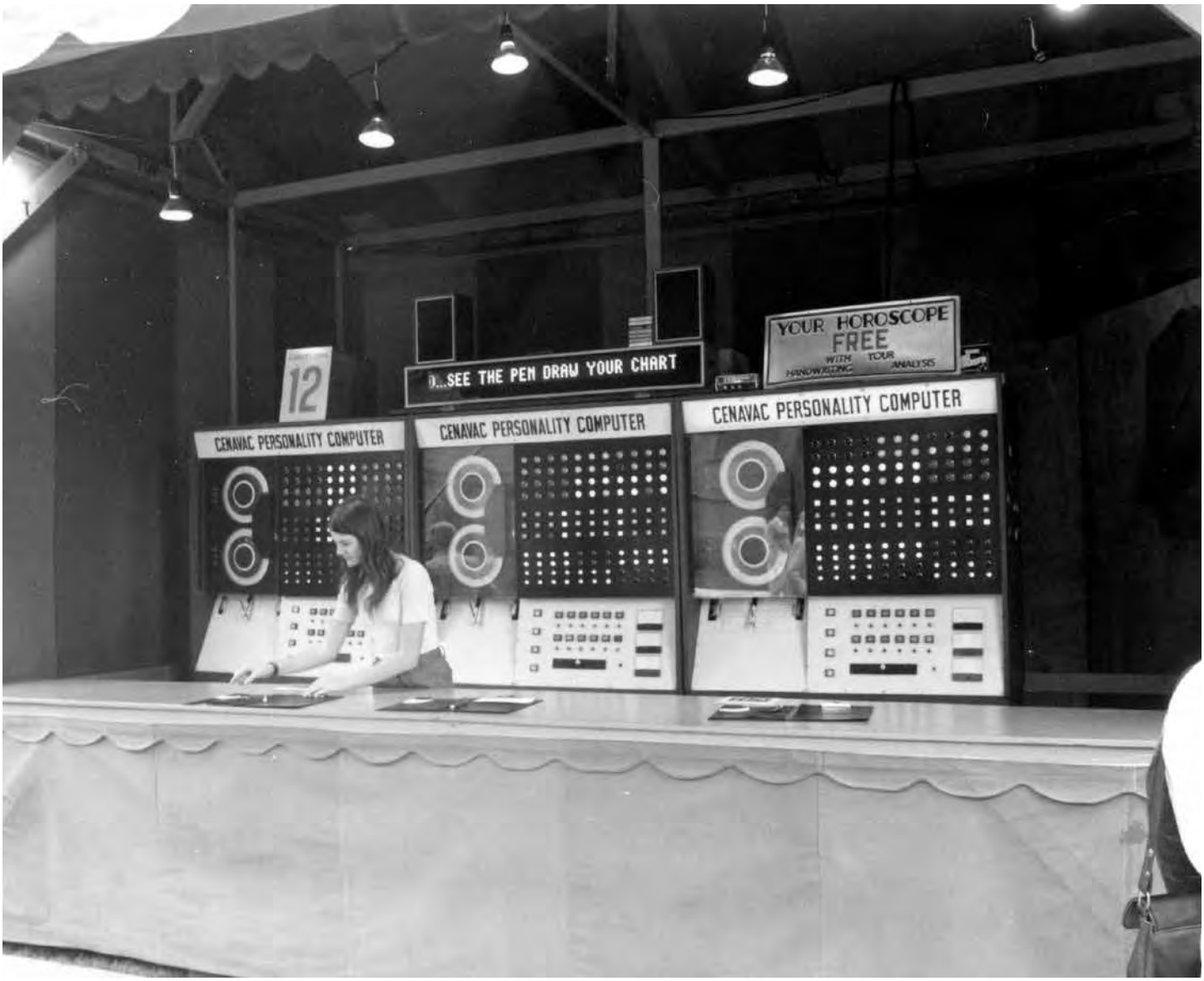


Cablevision services, 1964, CVA PAM 1964-185

COMPONENT 5.L.4

DIGITAL MEDIA

The digital revolution has brought about catalytic changes in the creation and delivery of entertainment content. Digital media can be created, viewed, distributed, modified and preserved on digital electronic devices. Creative industries have become increasingly important to the local economy, and Vancouver is now recognized internationally as a leader in the development and application of new technology, the production of innovative content and in entertainment arts education.



Cenavac Personality Computer booth at P.N.E., 1975, CVA 180-6323

ACKNOWLEDGMENTS

The Vancouver Heritage Register Update was undertaken in 2014-2017 as part of a larger project, the Vancouver ***Heritage Action Plan***. The ***Vancouver Historic Context Statement & Thematic Framework*** was a core aspect of the Register Update and provided the basis for the upgrading of the Vancouver Heritage Register and supports the revised Register Evaluation System.

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Right: Ice Capades Int. (22nd edition) : Brigadoon, (salute to Lerner and Loewe), 1962, CVA 180-6269