

Outline of Burnaby History

JUBILEE NUMBER
1952

GREEN

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INTRODUCTION

I am very proud to have the opportunity of signing this introduction to the booklet which will complement the Burnaby Jubilee.

For many years this municipality struggled along without many industries, for the cities on either hand, covering as they did such large areas, had an abundance of unoccupied spaces nearer their centres for logical sites for industries within their bounds, whilst Burnaby developed as a residential locality for the toilers of both cities.

There was, too, a lack of proper co-operation between the senior governments and that of the municipality, the lack of which has made itself felt in a scarcity of industrial and mercantile development within our bounds, much to the detriment of the well-being of our residents. Today that is all changed.

We have, for instance, one of the most modern hospitals in Western Canada, to assist our ailing citizens to regain their health, which after all is of paramount importance.

There is an ever-growing interest being shown by large corporations, who have taken a very practical hand in the work of building large premises within our boundaries, being well convinced that here are concentrated all the elements which go to make up the sum total of a splendid business site. The tremendously important building of the Trans-Mountain pipeline for the economic conveyance of the rich oils of Alberta to our very centre; the nationwide activities of the Kelly-Douglas Company which are all directed from their modern plant beside Kingsway; the huge Assembly Plant of the Ford Motor Company; the centrally located Robert Simpson Department stores soon to be built close by; the plant of the Continental Can Company now in process of erection; the 100,000,000 dollar industrial site at Lake City and a score of others, bespeak very plainly and forcibly of the strides now being made within this municipality.

I suggest to you that within ten years Burnaby will equal the industrial product of any other section of the Lower Mainland of British Columbia. I predict that within a very short span of years this municipality with its favourable location on four railroads, with its wonderful natural harbours, both fresh water and salt; with its thousands of new, modern residences, will become the Mecca wherein shall rise a residential area and an industrial and a mercantile development unequalled in the history of British Columbia.

As the Federal Member of Parliament, I most confidently invite every industrial concern to investigate the advantages of building branches in this Municipality of Burnaby in British Columbia.

I am happy to congratulate Mr. George Green, our official historian, on his wonderful work set forth in this booklet. He is Mr. Burnaby himself; a true Canadian and man in whom we feel the greatest pride.

TOM GOODE, M.P.,
Burnaby-Richmond in British Columbia.

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WITH the exception of a small part of the surface of present-day Burnaby, which was exposed many years ago by an immense land-slide on the northerly face of Burnaby Mountain, our surface soils are either alluvial sediments, deposited by the Fraser River, or are "glacial till", a mixture of soils and gravels conveyed hither by glaciers, and left behind when the glacial ice melted.

About nine-tenths of the surface of today represents this glacial till, which has been deposited within the last million years. But, here and there, are remnants of much more ancient hill tops whose bases were surrounded and buried by this "till" of disappearing glaciers. In the many millions of years since the deposition of these ancient hill-tops, the materials composing them have solidified, and are today solid rock.

These isolated patches of visible surface are declared to have been alluvial soils, deposited in the long ago by the Fraser River. They are recognized by the fossils they contain as being of Eocene age, approximately 40,000,000 years old. Geologists call them "the Burrard Formation".

A narrow strip of foreshore from the Second Narrows eastward is one of them. Other patches, still uncovered by later deposits are along the foreshore immediately below Kask's Camp, and two small areas across the surface of which the Barnet-Port Moody Highway runs just east of Barnet village. Of these, Charles Camsell, late head of the Dominion Geological Department says: "The Eocene rocks probably represent ancient deposits of the Fraser."¹ N. L. Bowen stated his views along the same line, in 1912.²

There are other areas near these above-mentioned ones, which also represent deposits of the Fraser, very ancient but not so old as the Burrard Formation. They are known as "The Kitsilano Formation". They were undoubtedly covered at one time by glacial till of much more recent date, but have been uncovered by erosion or by land-slides of this glacial till.

These patches are exposed today in a strip immediately south of, and adjoining the strip of Burrard Formation at the Second Narrows; on the face of the precipice on the northern side of Capitol Hill; on the face of the cliff on the south side of the Barnet Road opposite the former garbage dump; and on the face of the cliff which today forms the northern side of Burnaby Mountain, near Barnet. At this latter site, the comparatively late formation of glacial till, being much more porous than the solidified rock of the Kitsilano Formation which underlies it, slid down during some past exceedingly wet season, to the water's edge and flattened off. Barnet village is built on its surface.³

High up on the face of this precipice there is today a seam of coal exposed, from which the present writer has picked up lumps of good bituminous coal. The exposed seam is about ten inches thick. This coal seam, long hidden from view by later deposits is, in the opinion of H. Bauerman,⁴ of Cretaceous age, that is to say, much older than the rocks of the Burrard Formation. It is older than any other section of the surface of present-day Burnaby. (The Cretaceous Age is usually considered to have continued from 90,000,000 years ago to approximately 40,000,000 years ago.)

¹ Memoir 135, Dominion Geologic Survey, page 3.

² Twelfth International Geological Congress, Guide Book number 8, part 8.

³ Memoir 135, Dom. Geol. Survey, page 7.

⁴ Geological Survey of Canada, annual report, 1882,—84.

But the greater part of our land area consists of "glacial till"—a soil and gravel deposit which has been conveyed hither by the several glaciers which have covered the lands at recurring periods. Two of the last of these sediments are well recognized by geologists, and are easily distinguished from each other; the older one is called "the Admiralty Sediment" which was left behind with the disappearance of the glacier approximately 40,000 years ago; and the more recent one which is known as the "the Vashon Sediment", which probably appeared about 15,000 years ago. These computations are based on a well-known earth movement, accurately timed, known as "the precession of the equinoxes". The Admiralty Sediment is represented by the blue clay subsoil we find above the "hard-pan", and the Vashon Sediment is the more friable soil above it.

Since the oldest of these sediments was first laid down, rains and floods have cut ravines in the later deposits, and laid bare the oldest of the deposits of glacial till. These are to be seen in the sides and bottoms of the several ravines which lead the surface waters to Burrard Inlet, mainly those ravines from the Nobel Siding westward, and including that at Willingdon Avenue. These older deposits thus laid bare are known as "glacial outwash."

Of much later date are the peat bogs which have developed along the central valley through which Still Creek flows. The diatomatous earth which forms the bed of Burnaby Lake is of approximately the same age. E. M. J. Burwash, who gave particular attention to the local area,⁵ says: "the Burrard Inlet trough, and the central trough containing Burnaby Lake and False Creek appear to have been earlier mouths of the Fraser Delta". Today, Burnaby Lake is 39 feet above the sea.

Such, in brief, is an outline of the geology of Burnaby. But when the white man first knew it, a dense forest covered almost all of the land. Wild game, both furred and feathered, were here in abundance, pasturing on the luxuriant herbage which bordered the lakes, or floating in calm security upon the bosoms of the placid waters. A number of ponds lay within the forested woodlands, but disappeared with the cutting of the giant trees which hemmed them in.

The first settler in what is now Burnaby was William Holmes.⁶ He arrived early in 1859, and built early in 1860, his one-roomed log cabin on the bluff 75 yards west of the "Moody tree", which until very recently stood beside the North Road at the foot of the Sapperton hill. Venerable fruit trees beside Colby Street today mark the spot. Mr. Holmes named the Brunette River, which ran through his property. The name appears on the Admiralty Chart published in London, England, in 1860. It was given this name because its waters, drawn from the peat bogs above Burnaby Lake were so dark. Mrs. Holmes and six children arrived from Holmsville, Ontario, coming via the isthmus of Darien at Panama, and arriving on October 27th, 1861.

This log house remained there until 1892, when, having been used for an isolation hospital during a small-pox epidemic and being no longer needed as such, it was destroyed. When first occupied by the Holmes family, there was no stove, and an open fireplace provided the only cooking facilities. This was later improved upon by the building of a stone "Dutch oven". The family made their own candles (which shed a very feeble ray of light in the surrounding gloom), and for this, they used the fats obtained from the deer and elk which were very plentiful. These also supplied, together with the salmon which were in great abundance almost at their door, all of their meat requirements.

Mrs. A. R. Green, one of the Holmes children of that day, told the writer that "so plentiful were the salmon which passed up the Brunette during the spawning season that they actually crowded each other out of the water. If they had remained stationary, we could have walked over the stream without getting our shoes wet". Neither fishing nor hunting licences were needed, or even available. Indians who then lived beside the Fraser River in rude shacks, from Glen Brook westward, used to encamp beside the Brunette with the consent of Mr. Holmes, and cure their annual requirements of dried fish beside the stream.

⁵ *Geology of Vancouver and vicinity*, by E. M. J. Burwash, published by the University of Chicago Press, 1918. (Copy in Vancouver Public Library.)

⁶ *Green's History of Burnaby*, page 40.

Water for their domestic use came up the hill in pails. Wild fruits were plentiful in season—the running blackberry, the gooseberry and the black currant, but no glass fruit jars as we know them were to be had. But the pioneers were ingenious, and necessity became the mother of invention. Discarded gin bottles were by no means scarce, and these were utilised not alone by the Holmes family but by almost every family. An iron ring, perhaps two inches in diameter, made by the local blacksmith of half-inch iron and with handle attached was a common household article. The ring, being heated, was placed over each bottle and allowed to rest there for a short time; the bottle being then immersed in cold water at once lost its head. One heating of the ring was sufficient to decapitate six or eight bottles.

A limited amount of paraffine wax was available, and this was mixed with pitch or resin from the forest trees, to form a seal. These seals were used from year to year, and augmented with additional pitch as it became possible. Another use for these bottles, especially those of clear glass was to set them in between the logs in time of building, bottom inward so as to form miniature windows.

It was under these conditions that the first Burnaby family of eight lived in the one-roomed log cabin beside the Brunette. Mr. Holmes had received his title for his land on March 5th, 1860. The first Colonial Land Act was dated January 4, 1860. His land was Lot 1 in Block 1, New Westminster District. A very economical way of increasing a purchaser's holding was to just move the stakes which were supposed to bound the property, and it was considered that night-time was the best time for this proceeding. Judge Matthew Baillie Begbie had bought a property near that of Mr. Holmes, and under date of May 2, 1860, only four months after the passing of the original Land Act, he wrote to Moody, the Chief Commissioner of Lands that "being informed at the time of sale that there was no map of authority covering the property, I did what any prudent purchaser of property was bound to do, I went and examined the stakes". By the time he wrote this letter he had found that these stakes had been moved, and he declined absolutely to receive the deed. His property was Lot 16, next to the Holmes property.

In December of 1863, the daughter, Jane Holmes, thought to have been the eldest of the family of children, married Charles Studdert Finlaison, then 46 years old. Miss Holmes was 18. They at once came to live beside the Douglas Road which was then opened in a crude way for vehicular traffic perhaps a little beyond Deer Creek westward. The Finlaison home was a log cabin built on a two-acre clearing on the west bank of Deer Creek, and on the south side of the Douglas Road. Deer Creek formed the eastern boundary of their holding. From the end of this "road", there extended farther on toward the Inlet for about a mile, at that time, a forest path to the pre-emption of John French. Mr. French's claim was described as being Lot 75. It was beside Still Creek, where today the vegetable gardens are, near the Douglas Road inter-urban tram-station. His entry is dated September 23, 1860.

On October 8, 1864, Colonel John Thomas Scott⁷ of New Westminster contracted to open the Douglas Road to the Inlet, slashing and piling but not burning all timber from a roadway 66 feet wide, for \$1,800.00 a mile, or \$14,700.00. His time limit was to be February 4, 1865. Still Creek was to be spanned by a bridge 66 feet long, but when it was necessary to cross the stream the whole flat north of it was under water, and he, from necessity built a low bridge across the whole flat, a distance of 1,188 feet. The season was extremely wet and the weather severe. When the choppers reached the locality of present day Delta Avenue, they could not find the blazed trees with which the surveyors had marked out the proposed right-of-way, and much time was lost. Mr. Scott sub-let the last three and a-half miles. The work was not finished until May 13, 1865. It had cost him \$26,575.00.

Before this date, there were four other passages cut through the surrounding forest leading out from "the city". Three of these were mere paths not even fit for a horse and rider to pass along with ease, but the North Road was opened before this the whole way to the Inlet.

⁷ British Columbian, New Westminster, Oct. 10, 1864.

Sergeant John MacMurphy with a crew of Royal Engineers or "sappers" had cut a rough waggon road three-fourths of the way, and from the end of this, a narrow path had reached the Inlet by August of 1859. An incipient war with the United States was even then brewing over the ownership of San Juan Island, and Moody had learned that the Fraser River frequently froze over, completely closing navigation. The North Road was a military necessity.

At the end of the first week of August, orders came to the road gang to stack their axes and saws, and shoulder their rifles, and they sailed away on the auxiliary steamer, the *Plumper*, capable of rushing to the scene of war at the rate of six knots an hour. There they remained confronting the enemy camp where 60 American soldiers had already established a military landing. Remaining there for a few days only, Moody, with the consent of Governor Douglas, withdrew his men, returning them to their work in completing the opening of the North Road. Because of the general outlook, Moody had asked that a military block-house to contain cannon, and a storehouse for provisions and ammunition be built without delay at the end of the road then being constructed at Burrard Inlet. That would be at the north-east corner of Burnaby. These military defenses were never built.

Early in that summer of 1859, a woodland path was cut from New Westminster to the lower, or eastern end of Burnaby Lake so that the residents of the city might reach it with ease. It was called a "pleasure path", and was finished by the end of June. Beside it a miner, lately returned from the Cariboo country, built his rude cabin soon after. Because of this, the street later built approximately along the line of the "pleasure path" received the name of Cariboo Road.⁸ The lake had already been named Burnaby Lake, in honour of Moody's private secretary, who was also head of the first office staff in New Westminster. He was Robert Burnaby.⁹

Another narrow path, cut so that an armed force should be able to reach salt water, if the Fraser River should be frozen over, was cut through nine miles of forest to False Creek in 1860. It branched off from the Douglas Road at what is now Fourteenth Avenue, in New Westminster, and passed at or near present-day Edmonds, continuing on and varying little from our Kingsway to about Fourteenth Avenue in Vancouver, thence to the shores of False Creek where today Yukon Street ends. This path was widened sufficiently for the passage of a team in 1872, and eventually became Kingsway.

In 1861, Hugh MacRoberts opened a path from New Westminster, leading in the direction of Eburne, finishing it in 1862. It was nothing more than a bridle path, and riders of horses found it necessary to dismount and lead their horses zig-zag down the sides of deep ravines, across the wet bottoms on narrow rough puncheon crossings and ascend in the same sig-zag manner up the farther slopes. There were no bridges. It is now our Marine Drive.

These, then, were our only paths and roads through the Burnaby woods when, in the Spring of 1865 the Douglas Road was completed. That Spring, Captain Edward Stamp came to Burrard Inlet to build a saw-mill. He was a ship's Captain, and not an experienced saw-mill man. It was June of 1867 before his saw-mill was ready to operate. The Douglas Road had then been in use for more than two years, and the Government had encouraged Stamp in his venture, believing that it would relieve the overplus of idle men then in B.C. His woods foreman, Jeremiah Rogers, turned his attention to the cutting of spars for sailing ships, particularly, at this time. Stamp's requirements were only for saw-logs, which were much more easily obtained than spars, and there were plenty of loggers ready to furnish them. Rogers secured some acreage out in the backwoods of our present-day Burnaby, near New Westminster, and floated his spars down Woolard Creek to the North Arm of the Fraser. His holding was District Lot 96, which extends from Fraser Arm tram-station to MacGregor. The immense stumps there today bear silent testimony to the first logging operations in that part of South Burnaby.

One of the main reasons for the opening of the Douglas Road was to give reasonable access to the settlement afterwards known as Moodyville, where a

⁸ B. C. Electric Employees' Magazine, Volume 7, Number 3.

⁹ Green's History of Burnaby, page 10.

sawmill had been in continuous operation since 1863. The pretty spot where the road terminated at the Inlet lent itself to the creation of a pleasant rendezvous for the pleasure seeker of the Capital City, and a hotel was built there for his accommodation in 1865. Pleasant flower gardens and shaded walks within the forest, a fine rivulet of splendid water, cold and pure from the eternal shade of the sylvan background, where the timid deer had roamed undisturbed for years in great numbers, a beautiful sandy and gravelly beach beside the salty sea, providing unrivalled bathing facilities, all united in creating a steady flow of travellers along the pioneer road. Two-horse and four-horse stages ran back and forth daily over the winding road, up hill and down dale. A bugle blast announced the approach of one of these stages, a sort of Old Land touch. A telegraph line, from the Capital, traversed the winding road, and was connected with a submarine cable carrying messages over land and sea to the pioneer sawmill on the northern shore.

With the opening of daily travel, the timid denizens of the forest which had made their habitat around the larger lake and fed without molestation or alarm on the luxuriant grasses and mosses around its borders, now sought the more secluded smaller lake well within the forest, which became known as Deer Lake. In 1867 Charles Seymour opened a "road house" beside the stream which carried the overflow waters from one lake to the other. Sportsmen stopped under his roof, and enjoyed magnificent hunting amid the towering giants of fir, cedar and hemlock which hemmed in the quiet waters of the smaller lake.

One of the stage drivers made it a custom as he travelled toward New Westminster to halt his horses at the top of the smaller hill just south of Raeside Avenue, ostensibly to "give them a breathing spell", remarking to his passengers, "Well, boys, while we are waiting, I guess we'll collect the fares." Having done so, he stopped again at the foot of the long hill above Burris Street, remarking, "I guess you'll have to walk up the hill." The small hill came to be known as "Chickamin Hill", for in the Chinook language much used by the pioneers, chickamin means money.

It was near the foot of the big hill that on a cold and blustery March morning in 1871, Dr. A. S. W. Black, M.D., ex-M.L.A., met his death by accident. His funeral was the most largely attended of any during pioneer times of New Westminster. The burial was the first in the Fraser View cemetery.

A very sparse settlement lined the Douglas Road until about 1891, when L. Claude Hill and his brother Bernard bought home sites in District No. 79. An acquaintance of theirs, Mr. Nicolai C. Schou, his step-mother and his two sisters, bought and settled near them. Soon, Mr. Schou became the first reeve of Burnaby to be elected by ballot. While Mrs. Schou, the mother, was building, with the help of her daughters and their neighbors, a home for themselves, there arrived from the Fraser Valley a young Englishman to locate near the Hill brothers. He was Charles Frederick Sprott, who assisted the ladies to complete the building of their home, and married one of the daughters. He served on the Burnaby Council under his newly-acquired brother-in-law, Mr. Schou, for nine years as Councillor, and, when Mr. Schou died, he became reeve for the next two years.

It was on the night of June 30, 1892, that, at a meeting of about a score of property owners who had met in the office of Alex Philip, in New Westminster, a resolution "that a municipality to be named Burnaby be formed to embrace all that portion of the District of New Westminster lying between the boundaries of New Westminster and Vancouver and the Fraser River, and any other adjacent parts of the district not included in the existing municipalities surrounding the lands desired to be included in the new corporation", was proposed by N. C. Schou and seconded by John Wiggins. The resolution passed unanimously.

An application to the Provincial Government for the necessary charter was signed by Mr. Schou and W. J. Armstrong, and the charter arrived, directed to the Secretary of the petitioning committee, on September 8th. It provided for the nomination of a council on October 8th, and an election, if necessary to be held one week later, October 15th. At the nominating meeting all were elected by acclamation; they were Charles R. Shaw, Reeve; Messrs. L. Claude Hill, William Brenchley, William MacDermott, John Woolard and Arthur DeWindt Haszard as Councillors, who at once elected Alex Philip as Clerk. This council

had little to do, beyond the making of arrangements for a general election by ballot at the end of the year. The provisional Council was elected by show of hands. It was considered sufficient to open one polling place only for the election of a regular council, and balloting was limited to from 10 a.m. to 4 p.m.



C. R. SHAW

This original reeve, Charles R. Shaw was a native of Great Grimsby, in Lincolnshire, England, where he was born on August 20, 1834. Having received a college education, and married, he migrated to Canada in 1869 with his wife and two children, and settled in Toronto, where he remained for 20 years. He was a local preacher, connected with the Wesleyan Methodists. He declined ordination but for his entire adult life he was a constant worker in the spreading of the gospel. Leaving Toronto in 1889, he came to New Westminster, and established a home at or near the north-west corner of Fourth Street and Third Avenue. Aside from his work as a church layman, he followed the business of a house decorator, painter and paper-hanger. Being well used to public speaking, and having a good education, it was not out of place that he was elected Burnaby's first reeve. He was then 58 years old. In or about 1894, his wife being somewhat of an invalid, the family removed to the "dry belt" in the higher altitudes of the interior, and settled at Kamloops. Mrs. Shaw, however, did not long survive after their removal thence, and following her death, Mr. Shaw and family returned to Toronto, near where the relatives of Mrs. Shaw lived, who received the children under their roof. Mr. Shaw soon after removed to Ann Arbor, Michigan, where he spent the remaining years of his life, and where he died in 1916, being 82 years old. A daughter lives today in Vancouver, and two grand-daughters. A grandson lives in Burnaby.

The Westminster and Vancouver Tramway Company having built their original tramway by way of Central Park, in 1891, and the Municipality having been formed as noted, in 1892, pioneering settlers increased in such numbers as to make a school highly desirable—there were, in fact, quite a few youths and maidens approaching adult age who were sadly deficient in scholastic attainments. An initial meeting to decide on action was a very spirited one, for the two country roads through an interminable forest traversed the lonesome woodlands in very divergent directions, and all the settlers lived beside one or the other.

Where should the school be built? The personnel of the Trustee Board and their places of residence had an important bearing on this. First to be elected was Bernard R. Hill, of the Douglas Road contingent. Lancelot Grimmer of the Vancouver Road group followed, and honors were even. Finally William MacDermott of East Burnaby completed the Board of three.

However, the Vancouver Road faction had come armed (as they thought, somewhat sub rosa) with a very enticing offer of a site beside their trail, low in price and on easy terms. The Douglas Road faction had become aware, however, of what was about to transpire through the grapevine, and they had an ace in the hole! They countered with an offer from T. J. Trapp of a free site beside the Douglas Road. It couldn't be underbid, and the offer was accepted. The original school-house still stands, though materially changed, on the site then offered. It is known as 1875 Douglas Road.

Pioneers built the building, and school was opened early in February of 1893. The teacher, whom we leave unnamed for diplomatic reasons, was faced with a difficult situation, for some of her pupils were in their teens and possessed a strapping physique, coupled with the idea that might was right. In the possession of this attribute they held the balance of power. Before long, the teacher felt it necessary to chastise one of them to which he objected, and she was carried out of the building, sans ceremonie, in his brawny arms. She resigned forthwith.

There was no water system in Burnaby then, and a Mr. Hardy was digging a well on the school grounds. A public meeting was called to elect a new trustee to which not enough electors attended. The meeting, lacking a quorum, from necessity adjourned formally in the school, reconvened at the top of the well, and

Mrs. Burgess shouted the name of Eber Stride in nomination; the motion was lustily seconded from the bottom, and Mr. Stride was officially elected. He told the writer some time after that he thought it was a "low-down" way of electing him.

Later in that same year, a councillor asked him if he would take his place as councillor for the balance of the year, as the councillor "thought he could get the job of road foreman," to which he consented, and the change was made without an election. In two succeeding years, the electorate neglected to nominate anyone as councillor for Ward One, and the Council appointed Peter Byrne who acted through each year. Said Mr. Stride: "We did some very funny things in those days."

The original promoters of the Westminster and Vancouver Tramway Company were John A. Webster, his brother-in-law Henry Valentine Edmonds, Ben Douglas and S. F. MacIntosh, the latter being Secretary. Vancouver City was then a lusty infant, only four years old, but growing vigorously, and its Mayor, David Oppenheimer was admitted to the Board of Management. Because of the prestige of his position, he was named its first President.

Mrs. Oppenheimer was a native of that part of New York City adjoining Central Park, and when it became necessary to name the crossing-point for the inter-urban trams midway between the two termini, it received the name of Central Park.

The development of the Central Park area as a residential district dates from the dividing of the large Reserves which up to that time had stretched continuously from Patterson Avenue to Royal Oak into four- and five-acre holdings. Consequent on this settlement, a post office became a necessity, and on February 22, 1896, following a request from the local residents to the Council it recommended to the postal authorities that Mr. S. Withrow be appointed postmaster. Before this time the tramway had been sold to "The Consolidated Railway and Light Company", a company capitalized at \$1,000,000. In 1896, this company was reorganized with a capital of \$1,500,000, and with a shorter name—"The Consolidated Railway Company." The B.C. Electric Ry. Company was organized in London in April of 1897, and assumed full control of the line at that time.

On November 19, 1898, Maxwell Smith submitted a written offer to the Council to "furnish nails and labour needed to lay a four-foot plank walk from the post office to the B.C.E.R. tram-station at Central Park, if the Council will furnish the lumber". They delayed action on this, and in the following Spring, on May 20th of 1899, Mr. Smith offered to "construct about 300 feet of four-foot walk between the Central Park tram-station and the Presbyterian Church, without cost to the Municipality whatever, provided only that as the construction of other sidewalks proceeded in the municipality he should be reimbursed for the actual cost of the materials used". To this they agreed. It was Burnaby's first sidewalk.

The Royal Oak Hotel had been built about 1892, and on November 7, 1896, the Council created its first police force; before that date none had appeared to be necessary. It was always unanimous in its decisions, for it was embodied in the person of William Bailey, who was paid a salary of \$2.00 a day. The principal reasons for his appointment were that this hotel had become a roadside rendezvous for many of New Westminster's young bloods, who met there to "fan the flame of conviviality with the wing of friendship, and drink the rosy wine". The imbibing of an overplus of liquid spirits caused too great an exuberance of vivacity of spirits to the annoyance of the sober-minded residents in the neighborhood. Another sober duty imposed on "the law" was that he must notify the owners of swine which were running at large, and wallowing in the cool mudbaths frequently to be met with on the Vancouver Road, that they would be held liable for the damage done. The narrow trail was hemmed in closely with overshadowing gigantic firs and cedars, and no sun ever shone on the roadway to dry up the wetness which gathered in the low spots where the narrow wheels of the vehicles gouged out depressions and copious rains collected. Henceforth, these low spots were "out of bounds" for the hogs. Further duties were to enforce the "wide tire by-law", that wagons with one ton load should have tires four inches wide or over. Such was the future Kingsway in 1896. The C.P.

Telegraph line along the road had been strung on their poles along the very narrow trail, so that the hubs of the vehicles caught on the poles. The Clerk was instructed "to notify the Company to remove them to the side of the road, out of the way of the traffic". This would mean a widening of the roadway, and the Company took no action.

"Owing to lack of funds" the whole police force of one man was dispensed with on April 10, 1897, but in June of the same year, it being the 60th anniversary of the accession of Queen Victoria to the throne of Great Britain, Burnaby held a Royal Celebration at Central Park, including the burning of a big pile of stumps in a gigantic bonfire. They wanted to get rid of the stumps anyway, and the fire warmed their bodies and perhaps the national loyalty within their hearts. Mr. Bailey was engaged as constable for the day, and paid a fee of \$2.00. Such celebrations cost money!

It was about this time that a tram stop was inaugurated on the Central Park tramline, and named Jubilee.

One year later, in June of 1900, Mr. A. G. Cook was appointed constable for the municipality "at a retainer of \$5.00 a month, as well as any reasonable expenses that may be incurred in the discharge of his duties, it being understood that the Council will not be responsible for any unnecessary expense".

On January 21, 1899, William Bailey, ex-constable, presented a plan for Burnaby's first Municipal Hall, and on the following February 18, contract was let for its construction to J. C. Allen. The price was \$906.00. Mr. Bailey was paid \$22.65 for preparing the plan; George Hardy cleared the ground necessary for \$5.25; W. Creasey dug a well 23 feet deep on the grounds; Fred Thrussell cut a path through the heavy woods beside the trail, now Kingsway, from the Hall to the tram junction (Edmonds Street at Kingsway); J. B. Grant, of Vancouver, furnished the seal still in use for \$20.00, and J. Layfield built a stable for \$150.00 beside the Hall.

The first meeting in the new hall was held on July 29th, and the stable was ready for use in the following October, meanwhile the horse and buggy of each councillor was stationed under the trees around the Hall. Now, however, Dobbin was tied securely inside, and the bundle of hay from the back of the "rig" solaced him for the long wait ahead. Councillors were now able to give their undivided attention to public matters, quite free from the anxiety about how they were going to get home if he broke loose. After council meeting, the several lanterns were lit, shedding a glimmering ray of light to the stable, provided the wind was propitious, Dobbin was hitched into "the one-hoss shay", the lantern tied under the front axle, and the long journey over the bumpy corduroy forest trail homeward was in time successfully negotiated. The time prophesied by Mother Shipton, that "carriages without horses will go" had not yet arrived.

Members of the Council had seen the new-fangled lights which hung in bottles from ceilings in some places in Vancouver, and the minutes of the Council for May of 1899 contain the information that "Councillor Stride applied for information re. the possibility of lighting the new hall by electricity from the Company's plant at Griffiths Avenue." The B. C. Electric official who was present stated that "it would not work satisfactorily, and was, moreover, *contrary to the Insurance Regulations.*"

The explanation of this lies in the fact that all trams were operated by Direct Current electricity, which is not suited to long transmission without considerable loss of current. (It was after this that the Alternating Current was first utilized on the American Continent in early 1890 at Portland, Oregon, and was introduced in B. C. at Victoria in February of 1891, being followed by its introduction to Vancouver in March of the same year, although Direct Current had been generated and used in the Moodyville sawmills where it was produced as early as February 4, 1882. But no Alternating Current was available to Burnaby even in 1899.)

The splendid timber throughout Burnaby was now being cut in considerable quantities. The Royal City Mills had established a logging camp "on the Wintemute place", on District Lot 150, where today the Borstal Home is situated beside the big ravine, and there "a little chap with curly flaxen hair, who had taught

school for a short time", was timekeeper during the summer holidays of 1887. It was Fred Howay, who later became the dean of B. C. historians. The Company logged northward toward Central Park.

The Brunette River and Burnaby Lake, together with Still Creek, was a potential waterway from Central Burnaby to the Brunette sawmills at New Westminster, and in the early part of 1882, Henry S. Rowling brought a steam tug-boat to Still Creek from "the end of the road" at Hastings Park, and operated it on the winding creek and Burnaby Lake during that summer. His logging camp was beside the Douglas Road at Springer Avenue. Abundant copses of crab-apple lined the banks of the stream east of Sperling Avenue, and were there until about 1915. Mr. Rowling retained vividly to the end of his life, very pleasant memories of several steamboat excursions on the waters of the stream, the bosom of which was covered with the broad dark green lily-pads, amid which the fragrant flowers, yellow and white, of the water lilies dotted the scene, and mingled their aroma with that of the crab-apple blooms and other flowering shrubs. It was a lovely picture enhanced with a captivating natural perfume.

A small sawmill had been built at Barnet late in 1889, by a Mr. MacLaren, a wealthy lumberman from Quebec, as a necessary condition imposed by the Provincial Government before any extensive timber limits might be purchased within the Province. It did not operate until the end of the century. In 1899, the price of lumber having arisen sufficiently so as to make its operation desirable, it was fitted for use. Henry J. Whittaker, until then employed by the Royal City Mills at New Westminster, decided to remove to Barnet. He had five children of school age, and this was a sufficient addition to the pupils already there to secure the desired Provincial assistance in the opening of a school.

A mill carpenter fitted up one of the harness rooms (note that it was the day of horse-drawn vehicles) as a temporary school room. Soon this proved to be unsatisfactory, because of defective draft to the stove, as the teacher and scholars were smoked out. However, a proper school building was provided in consequence, and Burnaby's third school continued to function. Meanwhile, the West Burnaby school had been built and used. It had been opened in December of 1896.

Burnaby's fourth school was known as the Dundonald School. Set in a dense forest which hemmed it in closely, it was presided over by Miss Forrest, a not too inappropriate name. However, Mr. Frank Russell, a School Board Secretary, declared that the Forrest inside was not nearly as dense as that outside. Miss Forrest taught Burnaby's schools for forty years and is today a well known and highly respected resident of New Westminster. Burnaby's fifth school was first known as "the Lakeview School", opened in 1908. It absorbed the pupils of Miss Harriet Woodward's semi-private school which had for some four years operated beside Sperling Avenue near Deer Lake.

Although Burnaby had acquired the water rights of District Lot 1441, which lay up the valley of the Seymour, the pure waters from this admirable watershed had not yet been available owing to a lack of money to pipe it to and throughout Burnaby. The settlements were still so sparse as to allow of the use of various wells without menace to the health of the residents. During the regime of Reeve Peter Byrne, who had sat in the reeve's chair from 1906 to 1910 inclusive, the Council had pursued a policy of carefully conserving the borrowing powers of the municipality, and little public works were done which could be well postponed. But it was apparent by the end of 1910, that a different policy must ensue. During that year, the Council had sunk a well at Royal Oak to furnish water for the local residents, the number of which had increased very considerably in the last few years, and now proposed to sink another in East Burnaby. The Royal Oak well had been dug on private property over which the Municipality held no legal rights whatever, and it was proposed to instal a local system of waterworks there. It was considered seriously that the sinking of the well at East Burnaby be proceeded with without delay, to serve that district. In Vancouver Heights the owners of the acreage of D.L. 186 had already installed five miles of water main and seven miles of sewer, and the property was being sold. It was very evident that an entirely different policy must be instituted. Reeve J. W. Weart, who had lived in Burnaby for fifteen years, was given a mandate to proceed at once with the installation of a system of waterworks that should cover the entire municipality where then thought desirable.

Vancouver City Water Commissioners were planning to lay a large main across the Second Narrows to convey the waters of the Seymour across to the southern shore. Mr. Weart was able to arrange with them to enlarge the proposed main so as to enable them to furnish Burnaby with 250 miner's inches of water in addition to their own requirements as then proposed. Burnaby still held the undisputed water rights over D.L. 1441, and this fact made it easier for Mr. Weart to negotiate the desired bargain. We emerged from these negotiations with a contract IN PERPETUITY for 250 miner's inches, for a yearly price of \$7,000.00. This was cancelled by the Burnaby Council in 1925. That quantity of water was sufficient for the Burnaby of today.

To the writer, Mr. Weart told the inside story of the building of Kingsway. He was returning from Calgary by train in early 1912, and it chanced that Sir Richard McBride, then Premier of B.C. was a fellow passenger. The two discussed the necessity of a good thoroughfare between Vancouver and New Westminster. The Premier said that if Burnaby would agree to bear half the cost of such improvement that the Provincial authorities might consider it. Mr. Weart claimed that Burnaby should not be asked to bear more than 25%, but the whole question was left quite unsettled. It was Sunday evening, and Mr. Weart, upon reaching home, decided on playing a bold stroke. Hastily summoning his Council in an "emergency" session for Monday night, and making sure that Mr. William Griffiths, a shorthand writer, was in attendance, he then and there dictated a letter to the government asking that the work be undertaken at once, under the terms agreed upon, viz. that Burnaby be responsible for 25% of the cost. In December of that year, tenders were called for, and the whole council paid an official visit to Victoria to affirm that this was their understanding of the mutual agreement and to clinch the bargain if possible. The incoming Council of 1913 did the rest, including the naming of the highway—Kingsway. Mr. Weart was later elected to the Legislature and became its Speaker.

It was in that year of 1912 that the Imperial Oil Company, having built a storage and shipping plant at Berry Point on the northern side of Capitol Hill, proposed to build what was to become the first Oil Refinery in all of Western Canada there. They had secured an option on an additional 15 acres adjoining their storage plant on the west, and asked the Council to agree to close the streets already staked out in this proposed addition. An oil refinery required the strictly private control of its property to the exclusion of the public as stringently as does a powder magazine. This the Council refused to consider, and the Oil Company immediately transferred their attention to the establishment of Ioco, on the north shore. Thus Burnaby lost the multi-million dollar development. The site then deserted was admirably fitted by nature for such an industrial site, and it has recently been acquired by the Standard Oil Company for a similar purpose.

The laying of the water system throughout Burnaby necessitated the supervision of a competent Municipal Engineer, and Burnaby then engaged its first fully qualified engineer. He was Fred Liddel MacPherson, a native of Ayr, Scotland. Mr. MacPherson had attended the public school at Tarbolton, the same institution which had taught Robbie Burns the rudiments of the three R's.

The Burnaby Lake inter-urban tramline was built in 1911, and in 1912 the main line of the Central Park inter-urban was deflected from Fraser Arm southward, and the old line via Edmonds abandoned. Many stations on these two lines bear the names of the men prominent in those years, viz. Horne-Payne, Murrin, Vorse, Laursen and Stormont on the former, and MacGregor, Prenter, Leaside, Connaught, Elsona and Mead on the latter.

The whole of Western Canada was enjoying an unbroken prosperity during 1911 and 1912, and no cloud appeared to dim the financial skies. Real estate boomed, and many lots and acreage changed hands overnight. Few looked into the titles of the supposed owners, and wildcatting was rampant. But in early 1913 the change came with sudden swiftness. Banks pursed their money-bags, and stringent financial times succeeded those of affluence.

Reeve MacGregor went to London to try to float a loan but returned empty-handed. At Christmas time the reeve loaned the municipality \$20,000.00 to ease the drastic needs of the municipal staff, who had been forced to borrow money

to tide them over the hard times. The Employees' Sick Benefit Society loaned likewise part of its reserve fund. Outside workers threatened to sue the municipality, and the harassed Council were offered only \$66.90 for each \$100.00 bond, the bond houses remarking, "Any banker will admit that this is a remarkably good offer for your bonds".

In this dilemma, Hugh Murray Fraser threw his hat in the ring with the war-cry, "The retrieval of Burnaby". He was elected overwhelmingly. It was three years before his plans could be brought to fruition, but in 1916, Burnaby paid off no less than \$716,000.00 of bonds, and collected little more than \$500,000.00 in taxes. The municipal coffers still contained \$400,000.00, the proceeds of the sale of short term bonds floated by the previous Council, and this helped materially in the "retrieval of Burnaby".

Times were harder that year and the subsequent one than ever before or since. There were, moreover, no relief monies, Federal, Provincial or Municipal. Street workmen were paid 30 cents an hour, and no street maintenance employee was allowed to work more than two weeks in each month. Taxes were increased from 10 to 20 mills on improved land, and from 20 to 40 mills on wild land. There was no tax on buildings.

When, in 1919, the present writer returned from overseas, Mr. Fraser reminded him that though he did not go overseas, he "was busy fighting the savages at home".

Thomas Sanderson became reeve in 1919. The highlight of his regime appears to have been the "conservation of assets" by-law, the effect of which was that all monies received from the sale of lands which had reverted to the municipality should be used without exception for the repayment of our bonded indebtedness. Owing to the stringent years and the necessity of funds for the winning of the war, there were many such parcels reverting.

During the autumn of Reeve Sanderson's first year as reeve, the heir to the British Throne, the present Duke of Windsor, visited Burnaby and was greeted by many of Burnaby's prominent men and women, and a short time later Premier Arthur Meighen paid us a visit.

Alexander Kenneth MacLean, who had served as Councillor under Reeve Sanderson, succeeded him as reeve, and sat as such for the ensuing seven years. One of his Councillors, Mr. Charles Clare Bell, who is the present Municipal Solicitor, succeeded to the reeveship. An outstanding feature of Mr. Bell's regime was the advocacy of the taxing of residences throughout the municipality. He felt that since within the well settled portions of the municipality, many taxpayers were only paying taxes on a single lot, or possibly two, and were receiving the greater part of all public utilities, such as roads, cement sidewalks, telephones, electric lights, schools and churches, while the outlying sections who were paying the greater bulk of the taxes, due to the heavier land tax, and that moreover when a by-law was presented for ratification it was the small taxpayer who, being the more numerous, invariably carried the day in the battle of ballots, that a tax on buildings would equalize the burden.

To equalize this very evident unfair condition to some extent, Reeve McLean had advocated a zoning by-law providing for the tax rates to be so varied that the owners of several acres of land being used as small fruit farms or poultry ranches should be subject to a lower rate of taxation on their assessment than was the owner of a single lot in a thickly settled community, who had, as a rule, the advantages of public utilities, paid for largely by his unfortunate rural neighbour. However, on the presentation of this proposed bill to the Provincial Legislature for its approval and consent, that body refused to give its sanction. Consequently, men who had paid for many years on their acreage without any improvements whatever threw up their ownership through non-payment of taxes, and in some cases whole District Lots reverted to the municipality. It was carrying the principle of Henry George's single tax too far. Only when it became necessary to levy higher taxes on the remaining owners of property throughout the municipality, was the improvement tax levied. Mr. McLean, though unsuccessful in his attempt to inaugurate a zoning by-law, openly declared his opposition to any improvement tax, and this view appealed to the majority of the

voters—it meant less individual taxes for them, and Mr. McLean again won over his opponent, the advocate of improvement taxation.

He was succeeded by W. C. Burdick as reeve for 1929, whose one year term of office coincided with the lowest ebb, both world-wide and throughout Burnaby of reasonably comfortable times for the people at large. Distrust between European nations, and rumblings of secret preparations for the active resumption of hostilities there caused the financial institutions to tighten their purse strings once again, and Burnaby was, together with the rest of the world, feeling the pinch. That this distrust was not unfounded was soon to be proven in the colossal campaign under Hitler and Mussolini.

Mr. Burdick was succeeded by William A. Pritchard, a man well known as being very sympathetic to the working class. His success at the polls was a signal to a considerable number of working men from Vancouver who conceived that they would receive more considerate treatment in Burnaby than elsewhere in the hard times which were still gripping the entire continent, to remove to Burnaby, and for three years during the reeveship of Mr. Pritchard, those hard times nagged at the vitals of Burnaby's finances, not because of the inefficiency of the Council, but as a direct result of those widespread conditions of money stringency.

Finally, the burden became greater than the municipality could bear, and the Provincial Government was forced to take control in December of 1932. For the next ten years, Burnaby's affairs were directed by Commissioners acting for the Provincial Government. They included John Bennett, ex-Alderman of Vancouver, John Mahoney, retired Government Agent of Vancouver, Hugh Murray Fraser, ex-Reeve of Burnaby, and finally Richard Bolton as Acting-Commissioner under the partial direction of B. C. Bracewell of Victoria.

During the Commissionership of Hugh Murray Fraser, a period of six years, no interest whatever was paid to the bond holders, and, Mr. Fraser having died in office in 1940, these arrears of taxes due amounted, at the end of 1942, to \$1,039,000.00.

In 1933, Burnaby paid almost \$400.00 a day for the relief of her residents, and by 1935 she paid an average of \$700.00 a day. In that year the Provincial Government paid more than \$850.00 a day additional, so that the relief of our citizens totalled in all \$1,500.00 a day.

It was only because the bond holders agreed to forego all accumulated interest, and accept a less rate of interest, that we once again became solvent in late 1942. But we were not alone in this catastrophe of hard times, for not a few of British Columbia's municipalities went into the receiver's hands.

In a way, the tragedy of World War I benefitted Burnaby, for at its close many of the residents of the British Isles determined to migrate from there, and the salubrious and mild climate of Burnaby beckoned enticingly. This attractiveness was even more forcibly impressed on their minds after the Second War, and, as the governments overseas in time permitted the removal of their remaining capital to the Dominion, emigrants increased in numbers.

A writer in recent years has written that the two cities of the Lower Mainland, Vancouver and New Westminster, together with the Municipality of Burnaby, are like a sandwich, in which Burnaby is the real meat. Its rolling hills and pleasant valleys, fertile soils and proximity to centres of commerce, yet sufficiently removed from the din and smoke of those cities to guarantee pleasant home-sites of ample size, and peaceful pastoral quietude makes its attractiveness beyond resistance. The rich alluvial soil enables the retired farmer from the prairie provinces, tired of the intense cold of winter, to find in Beautiful Burnaby that relaxation and repose he so desires in the autumn of a busy life. A small acreage in the suburban countryside enables him to follow the various pleasures of fruit or flower gardening as his inclination dictates. Few places can be found better suited to such a quiet retired life.

Because of these attractions, Burnaby has greatly increased her population in recent years. Being freed from the horrors of the Second Great War, the tranquility of comparative peace in a still troubled world has appealed strongly

to many of the senior citizens of the far flung British Empire, and has drawn with magnetic force a continually increasing number of immigrants to Beautiful Burnaby.

This rapidly increasing population which is taking place will undoubtedly continue with increasing intensity, and this very anticipation on the part of industrialists is shown very plainly in the remarkable development of the municipality now taking place. Now, in this Jubilee Year of our municipal life, we are blessed with transcontinental railways traversing the full width of our land; with splendid highways and with many 'bus services serving the public of most of the localities throughout the municipality. Undoubtedly, we are not yet enjoying the crest of the development in store for us, but only the initial rising of a mighty wave yet to be, the full force of which is not realized fully by some of the population of this favored land. To the majority, however, it must be evident that Burnaby has emerged from the state of that of a quiet countryside to a metropolitan area second to none, bustling with the liveliest activity of its 60,000 souls. From necessity, her roads and her splendid highways are ever being improved; her continually increasing juvenile throng is calling for abnormal development of her educational facilities; her sick are being cared for in up-to-date hospital requirements; her senior citizens are receiving careful attention, and her returned veterans are being housed in modern homes in congenial surroundings with public utilities close at hand. Private firms have developed rural areas with splendid residences, and altogether it is very evident that this sleeping giant has arisen in its strength to assume a very prominent place in this attractive province beside the Western Sea.

It was in 1945 that the Provincial Department of Public Works notified the Council of Burnaby that they intended to widen Kingsway between Boundary Road and Edmonds Street, to provide for the rapidly increasing demands of transportation in and through Burnaby. Attention was drawn to the necessity of re-location of the water mains which then were under the pavement of the highway. Plans called for a four-lane highway to occupy all of the right-of-way. The Council felt that the presence of so many commercial premises already existent along the highway necessitated the provision of parking strips along each side. The provincial authorities were advised that approximately one-third of the additional right-of-way had been acquired by the Corporation. After several meetings it was agreed by both parties that the Corporation would acquire sixteen and a-half feet on the north side of the highway, and that the Department of Public Works would make a grant to aid in the acquiring of the land and to construct the re-arranged highway to provide for four lanes of traffic, with a parking strip nine feet wide along either side.

In March of 1947, the council appropriated \$130,000.00 for the re-installing of the water mains, and the work proceeded. In August of the same year the council passed an expropriation by-law acquiring the necessary land, and in 1948 the reconstruction of the highway was commenced and carried to completion.

That year a fire-hall was built beside Hastings Street at Willingdon Avenue, and the necessary funds amounting to \$50,000.00 were appropriated.

For several years before this, the people of Burnaby had felt the dire need of a hospital within the municipality, and this feeling was crystalized into action first in 1943. On July 14 the initial meeting was held, at which delegates were present from eight organizations. The subject was a popular one, and only four weeks later, on August 11, the BURNABY FUND RAISING COMMITTEE came into existence with V. J. Lewis as Chairman. Plans called for one member from each organization in Burnaby as a member of this Committee, together with any public minded citizens willing to act. Personal canvasses were made; public enthusiasm mounted and in 1947 the working parties were incorporated under the Societies' Act as the Burnaby Hospital Society. And now the Municipal Authorities came to the rescue in the battle of raising the necessary funds. Being advised that the Provincial Government and also the Federal Government would assist provided that the people of Burnaby would raise one-third of the funds, the Municipal Council placed a by-law before the electorate authorizing the borrowing of \$196,000.00. This was approved by the electorate voting by a majority of 80%. Seventeen acres, in a block nearer Vancouver City, than the first one chosen for a

site, were considered more desirable, and secured. Eight acres have been cleared of forest growth and here, beside Ingleton Avenue at Elmwood Street, the present building has been erected. It is fireproof throughout. Terazzo floors are laid in all the halls and corridors. There are 12 four-bed wards, 18 two-bed wards and 16 single-bed wards. A nursery is provided with 22 baby cubicles. Kitchen, laundry, cafeteria, pharmacy, morgue, refrigeration, general storage rooms and nurses and male and female help lockers are in the basement. On the main floor are the administration offices, a Board room, library, a doctors' lounge, a physiotherapy department, a laboratory, X-ray, emergency and chest X-ray room, a surgery and plaster room. It is therefore evident that the building provides for needs of an up-to-date hospital, though much smaller than the present-day populace of Burnaby could well utilize.

The building is to be opened about June 20th in this year of Jubilee and will be under the administration of Mr. Harry Baxendale, who will direct the work of approximately 100 employees.

The heavy influx of settlers following the close of the Second Great War has created a very rapid need for, and development of educational institutions for the juveniles, the youth and maidens of Burnaby. That expansion of the schools follows three rather definite cycles. During the seven-year period 1908-1915, fifteen elementary schools were built. They were mainly of the type known as the "old gray buildings", tall, double-storey structures. All of them are still with us, except the one at Barnet. The second building cycle was also a seven-year period, from 1921 to 1928. This time lay within the comparatively peaceful lull between the two Great Wars, when Burnaby felt the throb of increased immigration. Eight new school buildings were built, and nine additions were erected to cope with the demand for increased accommodation. These buildings were of rustic one-storey type, usually referred to as the "brown bungalow buildings".

We are now in the third cycle of the school building programme. For 16 years following the building of the Stride Avenue School in 1929, there had been no new schools built in Burnaby until the new Burnaby South High School was constructed in 1940. Then followed the building of the North Burnaby High School in 1945.

Burnaby was now feeling the effects of a rapidly expanding school population. To meet the needs of the time, the School Board in 1946 planned a long-range school building programme which it was hoped would progressively keep pace with the growing population and provide adequately for the future educational needs. New school sites were selected, additions were planned for existing schools and a number of modern new schools were designed and built. Three school by-laws were approved by the ratepayers and, as a result, the following fine new schools came into being:

1949	Edmonds Junior High School	8 rooms
	Stride Avenue School	2 rooms
	Clinton Street School	8 rooms
	Capitol Hill School	4 rooms
	Sperling Avenue School	4 rooms
	Nelson Avenue School	Gymnasium and auditorium
	Kitchener Street School	4 rooms
1950	Alpha Junior High School	11 rooms
	Marlborough School	6 rooms
	Second Street School	4 rooms
	Windsor Street School	4 rooms
	Douglas Road School	4 rooms
	Lochdale School	4 rooms
1951	MacPherson Park School	18 rooms

These amazing additions to our school equipment are still being added to.

In 1910 Burnaby's school enrolment was only 500. Within the next decade it had increased by 500% and stood at 2,500. During the next decade the increase was doubled, and had reached 5,000 pupils. For the next decade the enrolment remained static, for the people of Canada were busy at war and little immigration took place in Western Canada. Then came an increased number of immigrants,

and the school population continued to steadily increase. By 1951 it stood at 9,197, and today we have an enrolment of more than 9,200 pupils. These amazing figures mirror the astonishing growth of our population through the years, and it can be confidently predicted that such growth is very certain to continue.

We have two senior high schools, two junior high schools, three elementary junior high schools and sixteen elementary schools. The teaching staff numbers 301. The administrative staff consists of C. G. Brown, M.A., Municipal Inspector; C. J. Frederickson, B.A., Assistant Inspector; Miss J. Bailey, B.A., B.Ed., Intermediate Supervisor; Miss K. Collins, B.A., M.A., Primary Supervisor. Mr. A. C. Durkin is Secretary of the School Board.

The health service consists of a Medical Health Officer and a nursing staff of ten. There are in addition two dental clinics operating within the school system, one at Capitol Hill and one at the Windsor Street School.

The school affairs are under the direction of an elected Board of School Trustees consisting of William E. Grieve, Chairman; Trustees E. A. Crampton, W. Maxwell, S. N. Noble, and Mrs. E. MacDonald.

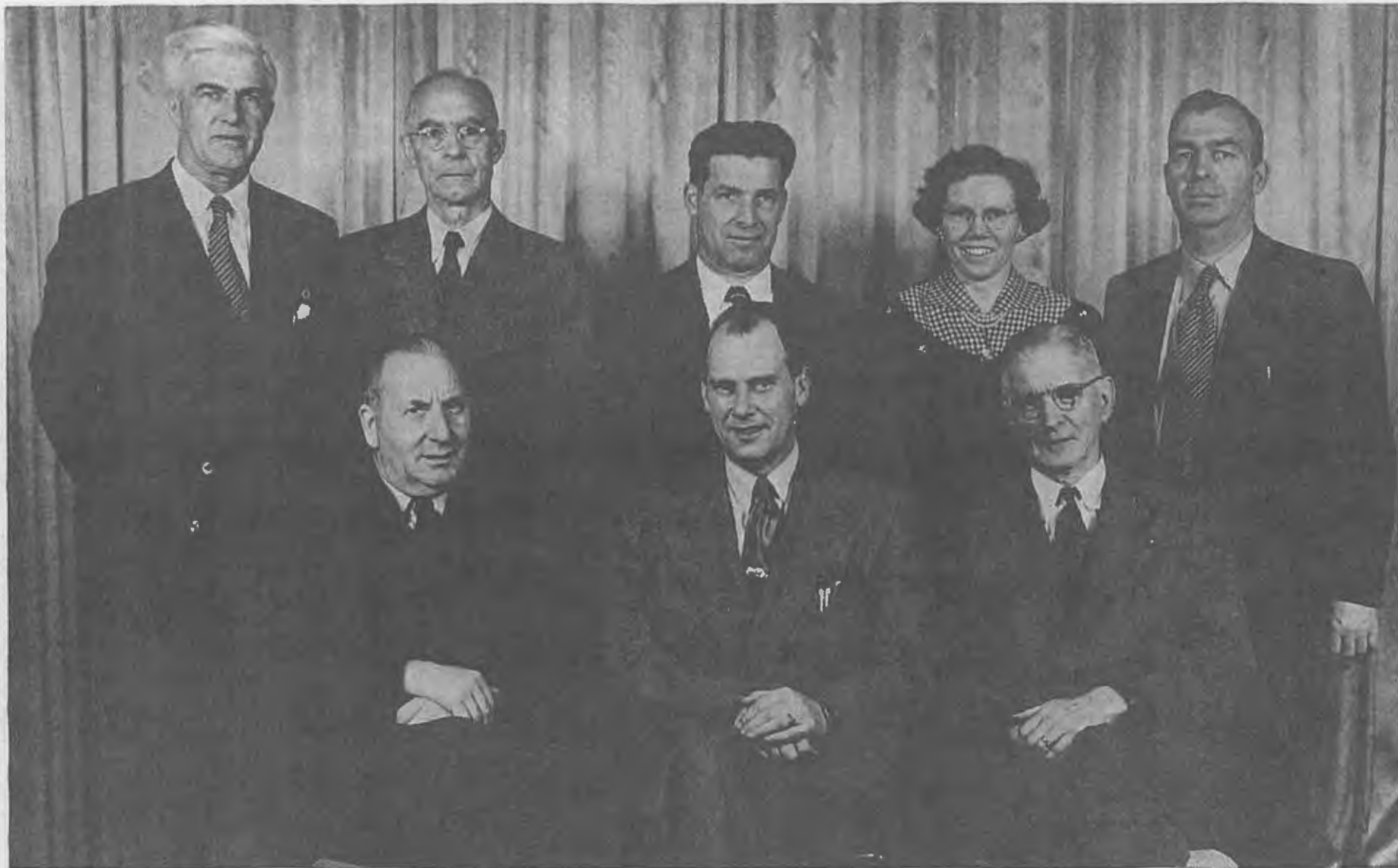
With the new building programme, and with the increased administrative and teaching staff, Burnaby has been able to give ample educational opportunities to its students. A full educational programme of primary, elementary and secondary education is offered. The schools are modern, and are well equipped for a flexible programme. The School Board is alive to the growing educational needs, and is planning well in advance, to cope with the situation. The schools are justly proud of their graduates who feel that in public life they are playing a responsible and competent part, and are reflecting great credit both to themselves, to the schools from which they graduated, and to the municipality in which they make their homes.

Much of this expansion of our educational needs fell to the attention of the School Board, and the Council during the difficult post-war years; no less than 30 rooms were added by the erection of new school buildings and the additions to existing school buildings, during the regime of Reeve Morrison, as well as the building of a fine gymnasium and an auditorium at the Nelson Avenue School, in the single year of 1949.

During those five years in which Mr. Morrison was reeve, 1945, '46, '47, '48 and '49, the increasing growth of our population necessitated active attention to many phases of our public life. The sale of the necessary lands for the George Derby Veterans' Home, and its official opening in 1948; of the acreage required for the Willingdon Heights sub-division for veterans' homes; of other lands for the development of Westridge and Cascade Heights; for the Suncrest and the Parkcrest developments; the Gilley Avenue and the lesser group homes known as the New Vista and the United Church developments were all initiated within the municipality, partly for the aged civilians and partly for the returning veterans, their wives and families. These necessary building plans clearly illustrate the great influx of civilian immigrants from the Prairies and from Eastern Canada, who, together with the returning veterans, then arriving home, was making itself felt as a marked upsurge of the population during the post-war years.

The original agreement with the B.C. Electric Railway for certain street car lines in Burnaby was made in 1909, by the Council only without the sanction of the electorate. The legality of this being questioned, the Company declined to proceed with construction work, and to disperse the beclouded aspect of the case, which lay before the Privy Council of England for two years, without a decision being given by that august body, the question was placed before the electorate of Burnaby for its approval in the Spring of 1913. This being approved, a new agreement for 36 years and 6 months was executed and the Hastings East Extension street car line was placed in operation on December 22, 1913.

The Provincial Government created the Public Utilities Commission in 1922, with full power to exercise jurisdiction over matters concerning the B.C. Electric and that body approved the cancellation of the "Franchise Agreement" in late 1948, a year before its original date of expiry. Agreements were made at this time with the Neville Transportation Company, and later with the B.C.E.R. for the provision of buses instead, and eventually routes were established to serve



THE PRESENT COUNCIL. LEFT TO RIGHT (*Front row*): COUN. C. W. MACSORLEY, REEVE W. R. BEAMISH, COUN. W. P. PHILPS
(*Back row*): COUN. G. CHARLTON, COUN. F. A. ARMSTRONG, COUN. J. D. DRUMMOND, COUN. MRS. P. L. WILKS,
COUN. G. ISHERWOOD

Capitol Hill, the Duthie Avenue district, the Vancouver Heights area, the Fraser Arm-Edmonds route, the Smith Avenue-Broadway East route, and four separate services along Hastings Street from Boundary Road to termini at Warwick Avenue, at Bainbridge at the Lougheed Highway, at Borden Avenue, and at Cumberland Street, the latter connecting with the New Westminster street car service. At the same time, the Municipality commenced and continued extensive hard-surfacing of many of its roads.

Traffic along Hastings Street having continued to increase (which thoroughfare was, up to recent years only 66 feet wide within Burnaby), now indicated the necessity of its widening, and this was done for some blocks by the addition of 20 feet on the southern side, making a highway now 86 feet wide. On the Vancouver side, Hastings is 80 feet wide.

What had formerly been a relief office only, where social assistance was given to needy residents, was now enlarged in the scope of its activities to embrace the reception of taxes and water rates, a branch office of the Municipal Engineer's Department, an Electrical Inspector's office, a Building Inspector's office, so that practically all branches of municipal business were thereafter capable of being transacted at 4144 East Hastings. An arrangement was made also for the stationing of a detachment of the Provincial Police in the same building.

A garbage collection by the municipal authorities, eventually free of all cost to the residents was instituted, and has continued.

The Burnaby Town Planning Commission was formed more than 20 years ago. Its first meeting was held on March 28, 1930, Reeve Pritchard, Councillor Edwards and School Trustee Dickson being members, ex-officio. Other members were Dr. Blythe Eagles, Mr. Underhill, the surveyor who had re-surveyed the Capitol Hill area with the central thought of providing for contour streets to replace the checkerboard street-system first planned out on paper in some real estate office regardless of the topography of the land; Mr. Geoff Burnett, of the surveying firm of Burnett and McGougan of New Westminster, Councillor William Tate Willson, afterwards Reeve, and Mr. Conway-Brown. Mr. C. B. Brown, the Municipal Clerk has been Secretary of the Commission since its inception.

In February of 1934, Commissioner Fraser refused to recognize the need of a Town Planning Commission for the present, and it lay dormant until, with the resumption of a Municipal Council in 1943, Reeve Willson revived its activities, and it is still active in its mission.

Prior to 1925, fire protection was furnished to Burnaby by the New Westminster and the Vancouver Fire Departments, but in that year a volunteer department was formed in South Burnaby, with policemen also acting as firemen. The Chief of Police acted as Fire Chief as well. In the following year of 1926, three paid men were engaged in North Burnaby as drivers to answer calls with a small truck and 1,000 feet of hose which was purchased that year. A former pump-house beside Carleton Avenue, no longer required as such, was utilized as a firehall, and several volunteers were employed on a basis of \$3.00 per call.

During 1936 four paid firemen were engaged in North Burnaby, and four in the South, one man in each district acting as chief in his district, and an additional truck was now provided. In the following year of 1937 the staff was strengthened by the addition of one man in the South and one in the North. This situation remained static for the next two years, when, so that it should conform to the law which came into force that year, it became necessary to engage two more men in order to fill legal requirements of a 60-hour week. This was in 1939, and since then the department has steadily progressed in personnel and in equipment. For several years the staff has included a Fire Warden's office, with two men operating its requirements.

Chief Gordon Waddell, a native of County Kildare, in the Emerald Isle, and a pioneer resident of Burnaby since 1912, was appointed chief of all of Burnaby. The present staff consists of 39 men, including the Chief, a Fire Prevention Officer, a Drill Instructor and a Mechanic. It is expected that this force will be augmented by the addition of eleven men about November 1st, when a second Fire Hall, now being built in Lobley Park will be placed in service. The No. 1 Hall at Hastings and Willingdon was built in 1948 at a cost of \$50,000. The Lobley Park Hall is estimated to cost approximately \$20,000 or \$25,000.

There are now six pieces of fire-fighting equipment, all equipped with two-way radio equipment; four of these are combination engines carrying hose, ladder and pumps. Two emergency vehicles for life saving purposes are equipped with inhalators, and to these have been added recently a resuscitator (the most up-to-date mechanical breathing apparatus in existence). This was very kindly donated to the department by the North Burnaby Kinsmen's Club. The continuous expansion of this Fire Department is but another clear evidence of the growth of the municipality.

In the fall of 1951, Burnaby had the pleasure of welcoming the heiress to the British throne, Princess Elizabeth, now Queen of the British Commonwealth, and her husband, the Duke of Edinburgh, who graciously met many of the people of Burnaby at the Municipal Hall.



REEVE BEAMISH PRESENTS THE KEYS OF BURNABY TO PRINCESS ELIZABETH

With the conclusion of the Second Great War, the need for homes for the returning veterans, their wives and children was forcibly impressed on the various public officials, and Burnaby followed Vancouver City in providing land for homes for them. The Willingdon Heights Soldiers' Settlement scheme was developed on one of these blocks of land then made available. It was known before this as the Dominick Burns Property, and lay some blocks south of Hastings Street and immediately east of Gilmore Avenue. An anti-aircraft battery had been established there for the defence of Vancouver, though its existence was not very well known.

With the putting away of the weapons of war, and a peacetime vision of homes of men and women and the prattle of children, came this development of Willingdon Heights. 550 homes of modern construction, streets and stores, telephones and all the utilities of urban settlement arose where naught but forest had been. A very early television demonstration was given the public there, with service from Seattle. The first home in the area was occupied by Mr. and Mrs. Ledgerwood and their child Deane, on March 22, 1947. A commodious church building has recently been erected and dedicated by the United Church there. It is the first church building to be erected in the settlement.

The building programme there was carried out by the Claude Whitsell Construction Company of Vancouver. Building materials were placed under a strict

priority by the Federal Government, and in the case of housing, could be purchased only for the building of veterans' homes.

In the spring of 1949, however, these stringent restrictions were removed, and Mr. C. B. Riley immediately undertook an exploration of the Municipality of Burnaby, for the purpose of selecting an ideal site for a housing development. He realized that the most desirable locations would be at some distance from the centre of Vancouver, as they would be free of the smoke and fog so prevalent there. Such an area must be sufficiently removed from the low-lying areas and the industrial hives of manufacturing firms as to assure that the area chosen would remain free of these things for at least some years to come. On the westerly slopes of Burnaby Mountain, where the terrain gently sloped to permit a splendid view of Burrard Inlet and the North Arm, sufficiently inclined in its topography to allow each resident an unobstructed view of a magnificent landscape and waterscape, he built his settlement of Westridge, comprising 300 homes. From the homes there, a panorama of dark green coniferous trees intermingled with the lighter colours of the deciduous trees, hems in the blue waters of the Inlet and of the North Arm, where islets of drab rock and verdant green enhance the scene. Vancouver harbour, where the steamers of the seven seas float gracefully in to unload their rich cargoes from the Antipodes and the Orient, where wheel meets keel in the commerce of the world, is spread before the eye. The view from this section of beautiful Burnaby is not to be excelled in all of B.C.

The success of this project has inspired other contractors to build Suncrest and Cascade Heights in a similar manner.

At the end of 1949, Councillor W. R. Beamish succeeded to the Reeveship.



W. R. BEAMISH

Trade and industry have given favorable nods to locations in this most desirable commercial locality. It has deep sea approaches along its entire northern shores, and a fresh water river flows slowly along its entire southern boundary. Three transcontinental railways run their long trains to the sea, and interurban tramlines traverse the municipality throbbing with vibrant life along the arteries of the B.C. Electric Railways. Abundant facilities for servicing of warehouses both inward and outward are thus at hand. Little wonder that many major firms have come to Burnaby. The Dominion Bridge Company, the Kelly Douglas Company, and many others are here.

Last year the Robert Simpson Company Ltd. (a large department store chain), explored the metropolitan area of Greater Vancouver with a view of locating a site for a Pacific Coast branch. They finally located on a 15-acre block alongside the Ford Motor plant beside Kingsway. Intentions are to erect a five-storey \$3,000,000 department store there as soon as steel is available.

The Continental Can Company started construction of a \$2,500,000 plant at Cariboo and Government Road only a short time ago. Thus, commercially and industrially, as well as residentially Burnaby is developing. It is the fastest growing district in all of the continent, being now rated as one of the most promising districts for the investor with capital.

The selection for the western end of the Trans-mountain pipeline from Alberta, and its planning to the last detail presents a saga in itself. Here, on the southern slopes of Burnaby Mountain, an area of over 100 acres, on District Lot 141, is to be erected a terminus in Burnaby for the 711 mile long pipeline from the vicinity of Edmonton. Clearing of the site is almost complete, and here will be erected eight immense tanks, of 150,000 barrels capacity each, for the storage of the crude oil to be transported from the Alberta city.

The figures describing this gigantic undertaking are astronomical in size; the cost is estimated at \$82,000,000. The pipe is of 24-inch diameter, with walls varying from $\frac{1}{4}$ -inch to $\frac{1}{2}$ -inch in thickness. It is of high pressure electric welded steel, and a single length weighs a ton, approximately, for a 40-foot pipe. In order to keep the cost of truck hauling in the rough sections of the route to

as low a level as practicable, distribution of the pipe is made to almost every available railroad siding en route. For instance, on the Canadian National Railway between Edmonton and Kamloops, a distance of 510 miles there are 97 sidings. About 5,000 railway cars are required to deliver the pipe, each car carrying between 640 and 840 lineal feet. Before being laid, all rust and scale are removed by steel brushes, a coat of primer is then supplied, followed by a coating of enamel brushed on at a temperature of 450 degrees, Fah. The pipe is then wrapped in fibre-glass, then with asbestos felt. The delivery of these materials alone will require 21 cars for the fibre-glass, 63 cars for the asbestos felt, and 280 cars for the enamel. We quote these figures to illustrate the magnitude of the undertaking, the total work in connection with which requiring about 1,500 men during the peak of construction. A welding school for the training of welders was opened in Vancouver in the spring of this year.

The completion of the line is scheduled for two years hence. From the Burnaby terminus, smaller lines will be laid to the various refineries which line Burrard Inlet so that the oil will be "farmed out" as required. For the present it is contemplated to deliver 75,000 barrels a day, but this will be increased as required up to 200,000 barrels daily. The eight storage tanks on the Burnaby site, and an equal number at Edmonton will, together with the two smaller tanks at Kamloops, provide for 2,560,000 barrels; ultimately this, it is planned, will be increased in the way of storage, to about 5,120,000 barrels.

Taxation has been set by the Provincial Legislature at \$38,500 a mile, based on the ultimate throughput of 200,000 barrels per day. The initial throughput, however, being 75,000 barrels per day, a sliding scale will go into effect until the maximum throughput is reached. In affected municipalities through which the pipeline passes, the taxation will amount to \$38,500 per mile, multiplied by the mill rate of the municipality. It is estimated that when the line is flowing at full capacity, British Columbia will receive about \$400,000 per year, divided between the province and the municipalities. The work of laying the pipe is progressing steadily, the local site of the receiving plant is about cleared of forest growth, and this undertaking is fairly on the way to completion by the end of 1953.

The Canadian Bechtel Company, Ltd., surveyed the route, their men walking over the entire route, setting flags to mark their location, this being followed by the surveyors who staked out minutely the location. This company is supervising the work, the main contractors being the Comstock Company, Ltd., of Toronto, who have three outfits covering 472 miles at the east and west ends, and the Mannix Company, Ltd., of Calgary who are covering a central mountain portion 221 miles long.

For many years past, the greater percentage of industrial expansion within the province has been in this Lower Mainland area, taking place in Vancouver and New Westminster. Burnaby has been throughout those years a "dormer" municipality, where the city worker has slept and ate. The result has been an unbalanced population, preponderating in residences, for its lands are well adapted to the use of gardens and the laying out of lawns of generous size, to beautify the home surroundings in an ample manner. There is still much acreage unused for either industry or residential purposes. In times past there has been little need for water services and the many other utilities in many neighborhoods and these are still lacking there. These conditions, though looked upon mainly as unfortunate circumstances, are not an unmixed evil for they have resulted in large plots of acreage remaining free of "spotted" settlement.

"The unprecedented growth, residentially," writes Mr. E. W. Martin, a member of the Greater Vancouver Metropolitan Industrial Development Commission, "which has given Burnaby the rating of the fastest growing community on the American continent, has encroached on the Municipality's best industrial property. The task of answering this industrial requirement has been undertaken by the C. B. Riley Construction Company, Ltd., a company already well experienced in the development of large residential districts. Months of investigation have indicated that all the features which go to make up a good industrial area could be found on a 400-acre shelf lying between Broadway and the Lougheed Highway, at the foot of Burnaby Mountain. It has excellent footing, good drainage, is located beside one of the main arterial highways of the Lower Main-

land, is above the fog level, and the contours prove that grades are favourable for a railway spur line from the Great Northern-Canadian National Railway, to serve the property.

"Fortunately, due to the lack of water installation and the foresight of the Municipal Council, who reserved the land pending the adoption of an over-all plan, the area is free from spotty home building."

Negotiations have been carried on between the Riley Company, the private owners of part of the lands therein, and with the Municipal Council for its publicly owned lands, and a huge project of development has taken form. An underpass beneath the Lougheed Highway will enable the spur line to enter the area, the installation of a 22-inch water main will furnish the water requirements, roads will be constructed within the area by the Company, the water distributing mains within it, the necessary storm sewers, and the huge earth moving programme necessary, will all be done by the Construction Company, as well.

The total expense of developing the area, will run, it is anticipated up to \$100,000,000. Adjoining this industrial area, higher up the slope of Burnaby Mountain, is a magnificent residential site, with a warm southern aspect looking to the waters of Burnaby and Deer Lakes, and embracing the whole of the valley wherein they nestle.

It is anticipated that when this proposed development is complete, municipal taxation will enrich the coffers of Burnaby's exchequer by a million dollars. Mr. Riley tells us that the financial requirements are definitely arranged, the land is already bought, and the switching on of the green light only awaits a more favorable condition as to the price of building materials, and better labor conditions.

Now, in this year of Jubilee, Burnaby residents are viewing a tremendous expansion of the importance of the municipality within the family of British Columbia municipalities of which we are the largest, the fastest growing, and the one which is rated highest in the money markets of the continent. A recent local newspaper had this to say: "In ten years the 42-square-mile municipality bulging between Vancouver and New Westminster, has added almost 100% to its population; multiplied its industrial tax roll ten times; built 8,000 homes in the last five years, cleared a mountain site for a pipeline base and gone to work on plans for a \$100,000,000 development near Burnaby Lake.

Burnaby has up its sleeve a \$10,000,000 grocery distributing centre; a \$50,000,000 expansion programme in the way of oil "farms" on Burrard Inlet, and a \$3,000,000 mail order centre. Add to this, miles of attractive suburban streets, a possible pioneer television station, and the fastest growth of any B.C. municipality, and you get the idea, BURNABY IS GOING PLACES!"