

HISTORY OF
LULU ISLAND

And Occasional Poems

By THOMAS KIDD

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1927

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A Note about the 2007 Reprint of Thomas Kidd's "*History of Lulu Island and Occasional Poems*"

In 2007, the Friends of the Richmond Archives and the City of Richmond Archives decided to prepare a third edition of Thomas Kidd's "History of Lulu Island and Occasional Poems," using funds provided by the Friends of the Richmond Archives. Kidd's book was first published in 1927 by Wrigley Printing Company, and a second edition was printed in 1973 by Richmond Printers. At the time the decision was made to prepare a third edition, the Archives had only a few copies of the first and second print editions in its possession.

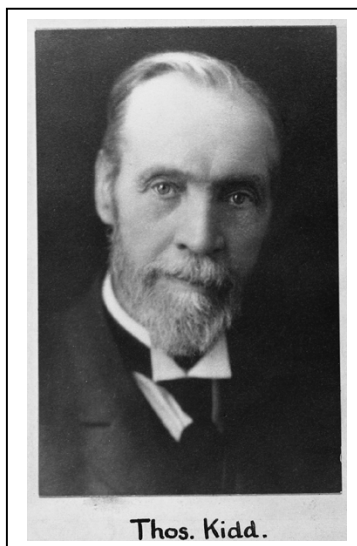
The first edition of "History of Lulu Island and Occasional Poems" included thirty-one poems written by Mr. Kidd, only one of which was included in the 1973 reprint. In addition to removing the majority of the poems from the book, the compilers of the 1973 reprint included a table of contents and index, and changed the title of the book to "History of Richmond Municipality." They also added 10 photograph plates reproduced from photographs provided courtesy of the Harold L. Steves Picture Collection and depicting scenes more recent than the stories told in the text. The 2007 reprint follows the 1973 reprint. It includes only one of Mr. Kidd's poems and reproduces the table of contents and index (the index is not included in the PDF version). Where the City of Richmond Archives holds copies of the photographs included in the 1973 reprint, these have also been included. At some point, a biographical sketch of Thomas Kidd was printed and inserted among the pages of the book; this sketch is included in the 2007 reprint with the title "A Note about the Author."

It should be noted that the 2007 edition of "History of Lulu Island and Occasional Poems" replicates exactly the content of Mr. Kidd's original text; thus, the language used was chosen by Mr. Kidd and reflects the language of the time in which he lived and wrote.

A Note about the Author

Thomas Kidd
1846 – 1930

Born in County Down, Ireland.



At age 17 left home and took passage on a sailing vessel for New Zealand, where he arrived after 100 days at sea. Shortly after his arrival he enlisted in the Third Regiment of the Waikato Volunteers, which had been organized to put down an uprising of the natives. Upon his discharge in 1866 he left for California, where he engaged in farming and later logging in the Redwood Forest.

He left California in 1874, and took passage for British Columbia – arriving at Victoria on February 11, 1874. A few days later he went to New Westminster, where he made the acquaintance of Mr. Brighthouse and Mr. Scratchley, and with them came to Lulu Island.

He began farming for himself within a short time on 160 acres of land, and subsequently acquired further tracts. There are still living on parts of the above farms members of the first, second and third generations of his family.

He served in many facets of public life. The second election in Richmond (1881) put him in his first office as councillor, in which he served many years. In addition to that of councillor, he held the offices of Reeve, School Trustee in subsequent years. He was elected first M.L.A. for Richmond Riding in 1894, and held this office for eight years.

In private life he was a kind and helpful neighbour, with great compassion for his fellowmen. His formal education had terminated with his departure from Ireland, but he had been endowed with an avid thirst for knowledge, and he had continued his education by his own efforts. Due to his tremendous desire for study and a great appetite for reading, he was conversant on a wide range of topics. In the days when legal consultants were not readily available his neighbours found him a willing advisor whenever the need arose.

It might be of interest to some of the readers of this book to learn that Thomas Kidd's eldest greatgrandchild, Gilbert J. Blair, was among those taking office as Aldermen on the 1971 Council in Richmond. Three years later he became mayor of the municipality, the incorporation of which in 1879 his greatgrandfather had played a part and to which he had given many years of service.

History of Richmond Municipality
HISTORY OF LULU ISLAND(to 1898)
by THOMAS KIDD

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History of Lulu Island

It has been suggested to the writer that he should write a history of Richmond Municipality and in responding to that suggestion he has thought it would make it more interesting and complete to preface it by a short outline of development, of the settlement before its incorporation, and begin that preface with a few remarks on the nature and formation of these islands.

The outline of these islands as they appear on the map shows a close approach to the form of the Greek letter Delta. We are told that because most of the islands formed by the matter carried down by rivers and deposited at their mouths take the form of that letter, its name has been given to these formations.

Choosing Name

Had not the settlers on the south side of the river, at the suggestion of W. H. Ladner, chosen that name in their petition for incorporation, which was in circulation for signature before the settlers on these islands, it is likely that Delta and not Richmond would have been chosen by the latter.

It may be well to state that these municipalities were incorporated in the same year, 1879.

It is very evident that the whole of Richmond and the greater part of the Delta are of the same formation, viz., that they have been built up by the alluvial matter carried down principally by the Fraser River, and the same process is still going on, adding area to these lands.

Geological Upheaval

When the great geological upheaval took place, which threw up the mountain ranges on this border of the American Continent, it left Vancouver Island separated from the mainland by the great trough of the Gulf of Georgia and Puget Sound, with the Straits of Juan De Fuca to connect them with the Pacific Ocean. In this trough was also thrown up the many islands therein, great and small, and among the latter that which is now known as Point Roberts, which the alluvium carried down by the rivers connected with the mainland and separated Boundary Bay from the original greater bay, which ran up to and beyond where New Westminster now stands.

How much this bay was filled up by the great glacial action, which followed the upheaval, before it released the rivers to begin their work, need not be speculated upon, but that it still left a great deal of filling up to be done is evidenced by the fact that testings made on the west end of Lulu Island, put down over a thousand feet, brought up nothing but silty sand carried down by the river. And the sand found at that depth shows

little difference from that found just below the few feet of grey matter on the surface, of which the rich soil of these areas consists.

Soil Formation

The shallowness of this layer of grey matter on the top shows that until a certain height had been reached in the building up of this area—being about the level of an average low tide—little but sand was deposited, but when that level was reached, the sand being too heavy to be carried to a higher level, then began the deposit of the clayish sediment which forms the top soil. It may be further pointed out that when these areas reached a height that prevented an equal over-flow of the water carrying the grey matter from spreading equally over them, then began a difference in the quantity and quality of the matter deposited upon them, a difference that would be greater on large areas than on small ones. For on the outer edges would be deposited the coarser and heavier particles, leaving the inner parts to be overflowed by the water, partly relieved of its load, and carrying only the finest and lighter part of the sediment.

Work of Beaver

On all such areas this process would continue until the inner portions would become shallow lakes the greater part of the year—the existence of which hastened and maintained by the work of beaver, whose dams were built across the small sloughs and streams and these prevented the flow of the water to and from those areas except at extreme high freshets and tides. Thus the work of the beaver prevented a greater amount of grey matter reaching the inner parts of these lands, and left them almost undisturbed for the growth of the vegetation which has produced the peat areas on these alluvial lands at the mouth of the river.

There is some evidence to show that these lands were not built up on the outlines as they appear today, but by smaller areas having been built up and afterwards joined together and added to later. Indeed, this process is still going on and will go on as long as the Fraser River continues in its present course.

Timber Growth

On these Islands, before they were disturbed by the white man, a considerable growth of timber along or near the water courses existed. A crabapple growth along nearly all the gulf side of both islands was an outstanding feature, with a spruce tree here and there to make its outline, at a distance, among which was one known as the Point Garry Tree and appreciated by mariners entering the Fraser River, but which became a victim to the remorseless work of the Fraser many years ago. Near the north end of this row on Sea Island a clump of spruce ended this margin of growth along the gulf side of this island.

The south side of Lulu Island, from the gulf to about half way between where No. 2 and No. 3 Roads now are, was bare of timber and then about a quarter of a mile from the river was a mixed growth of spruce, cedar, hemlock, alder, some yew and on the outside cottonwood, crabapple and elderberry. This extended eastward until it reached the big slough and its branches until it ended where the peat bog comes out to the river above No. 6 Road—some places narrowing down to a scattering fringe, at others widening out to large clumps and containing trees of considerable size, of which spruce was the largest. And there is still a sample of what this growth of timber was at its west and east ends of this slough.

East of the peat bog above mentioned, and near where No. 8 Road comes to the river nearly opposite Ewen's Cannery, this timber belt began again and extended with varying width from the river to the upper end of the island.

On North Side

On the north side of the island, with the exception of a small patch of spruce near the river on the small slough about half way between the ends of No. 1 and No. 2 Roads, a remnant of which is still standing, there was no timber for over three miles, up to near where the Eburne bridge comes on to Lulu Island. This growth was just enough to give a good fringe to the river bank up to the slough which comes out to the river above the end of No. 5 Road near the end of the bridge on that line of road. Above that it widened out to cover a considerable area, but is now fast disappearing.

Other Growth

East of this large clump only a few scattered trees marked the edge of the island to its east end. With the exception of the timber growths mentioned and the peat bogs which cover nearly one third of the island, the rest of Lulu Island was covered with grass of different kinds and hardeck, with here and there some willow scattered in small patches. There were also some patches of reeds and cat-tail flags in places not so well drained as others. The growth on the peat bogs were then much the same as they are now—bull pine, blueberry vines, Hudson Bay tea and wild cranberries.

Sea Island Conditions

The condition of Sea Island was much the same as that on Lulu Island. There was a large patch of spruce timber on the south side which began about half a mile from the upper end of the island and extended westward with considerable width for more than half a mile. There was also a small patch on the north side of the island not far from the upper end, of which nothing now remains.

On this island, too, there was some peaty formation, but not sufficient depth to have a similar growth as that on Lulu Island.

Wild Roses Grew

Along the water courses, where the timber grew, especially where the crabapple and willow bushes stood close to the edge, wild roses grew in great profusion and to a great height, garlanding the bushes and festooning the trees, whose beauty in June was indescribable.

On the small islands, only Mitchell's Island was thickly covered with small spruce and cedar and on Twigg's Island, known first as Mason's Island, and now as Bell's Island, there were some spruce trees and considerable crabapple.

Good Grass Patches

On the large islands there were patches of good grass, blue joint and red top, which the early settlers found very useful for hay, which could be cut and cured, after the freshets in the river were over, in late July and August. These grasses furnished food for cattle all the year round. Such was the condition of these islands before the white men began their work of reclamation.

But long before that, they were for many centuries good hunting ground for the Indians as they were an ideal home for such fur-bearing animals as the beaver, musk rat and mink.

Beaver Dams

On the small sloughs, the beaver found an admirable place to build their dams and along their edges grew willow in great abundance, the bark of which seems to be a choice food for these animals. The writer saw proof, too, that they could cut down trees of considerable size, for he saw an alder tree of more than thirty inches in diameter cut down by them, thrown across a slough, and if one had not known of their presence, one would have thought it had been cut down with something like a large gouge in the hands of an inexperienced woodman, as the carf was cut all round and sloped both up and down.

On these islands, deer were plentiful and some bear, the first breeding thereon, but the latter swimming across thereto in the early summer for blueberries and other fruit, generally returning to the mainland for the winter. About twenty-five years ago, a bear was killed in the timber near No. 6 Road on the south side of Lulu Island.

Indian Middens

One can imagine the building up of these islands being watched by the Indians, for generation after generation, from their middens on the ridge which is now part of the townsite of Marpole—a midden which, they too, were building up and which took them

some thousands of years to accumulate; and, judging from the growth of timber which the white man found growing on it, must have been abandoned by them for over a thousand years. It is likely this midden was not abandoned until the flat land lying between the present stream and the bottom of the bluff, on which the midden was built, had reached a height that prevented them from getting their loaded canoes, carrying clams and other food up to the foot of the bluff.

It may be observed that there were some middens built on the banks of the North Arm River and on the sloughs of Lulu Island of considerable size and of the same material as that of the larger one previously referred to, and probably built after it was abandoned.

These small middens would be built during the periods of low tide, in the early spring and fall.

Her Name was Lulu

It is generally believed that the name Lulu was given to the largest island by Colonel Moody, who did so in honor of a young actress who visited New Westminster in the early days, no doubt adding to 'the gaiety of that part of the British Nation.' The writer has no record of how Sea Island got its name.

First Survey

In 1858, about the time Colonel Moody had started to lay out the City of New Westminster, Mr. John Trutch (brother of Joseph William Trutch, who became Sir Joseph William Trutch, the first Governor of British Columbia after Confederation) surveyed these islands dividing them into Blocks, Ranges and Sections, as they are now described, except that portion known as Block 3, North Range 6 West, and being a part of the area known as the Slough District. The writer was told that the reason Mr. Trutch did not include this in his survey was that the Hudson's Bay Company requested that it be left un-surveyed. Be that as it may, however, this part was not surveyed until the fall of 1874, when that work was done by the late Mr. Mahood, P.L.S.

Hugh McRoberts

The first person to make permanent improvements on these islands was Hugh McRoberts, a native of County Down, Ireland, which he left when very young, and went to Australia. From there he came to California in 1856, and from there in 1858, with the gold rush to Cariboo, and whose record is most conspicuously woven into the early history of this province, commencing with the "Gold Rush" to Cariboo.

He, with Mr. Power, built the trail from Spuzzum, to Boston Bar, and other such work, for the government in that part of the Colony there so-called. In 1861-2 he built the trail

from New Westminster to Musqueam Ranch at the mouth of the North Arm. For this work he took for his pay Government Script, which he turned back to the government in payment for land he bought on Sea and Lulu Islands, and it will be seen by the reader later on that he owned more than half of Sea Island and some of Lulu Island also, and the writer has been told that he had established some claim to what is now the site of Marpole, but that Geo. Garripie jumped his claim on which he built his home and retained it as such until he died in 1882. George Garripie also owned the upper end of Sea Island, later owned by J. Grauer & Sons.

First Dyke

Hugh McRoberts in 1861-2 dyked in, cultivated and harvested a field of wheat and planted fruit trees for an orchard on Sea Island. That piece of land is part of the farm of Thos. Laing and the house that Hugh McRoberts built is still standing and kept in good repair by the present owner. Therefore, to Hugh McRoberts is due the honor of being the first to dyke in and cultivate a piece of alluvial overflowed land at the mouth of the Fraser River.

The latter part of Hugh McRoberts's life was spent in New Westminster, where he ran a milk business for some years. He died in 1883 leaving a long and interesting record as a pioneer, a good sturdy man of the best type.

As the early growth of the settlement on the north side of the river opposite these islands which preceded and is so closely interwoven with that of the latter, the writer will be pardoned for giving an outline of that growth with short biographical reminiscences of those settlers.

The McCleerys

In the fall of 1862, Fitzgerald and Samuel McCleery, nephews of Hugh McRoberts, also from County Down in Ireland, who in the spring of the year came to Cariboo and returned unsuccessful as gold finders, joined their uncle to finish his contract on the North Arm Trail. When that work was completed they followed his example by taking up land on the north side of the river opposite his holdings on Sea Island, where they proceeded to make farms and homes for themselves, properties yet known in their names.

And in the fall of that year, Fitzgerald McCleery went to Oregon with George Black, who was running a butcher's business in New Westminster, and brought back some cattle, the former to start breeding and dairying on his farm, the latter for the purpose of his business. George Black turned some of this stock and some he brought later on to Sea Island, a remnant of which was on the Island many years after and got nearly as wild and more dangerous than buffaloes.

Henry Mole

In the fall of 1864 Henry Mole and his partner, J. Betts, and a little later Hugh Magee, moved down from where they had located two years earlier on the first low lands below New Westminster. The place owned by Mr. Magee was known as the Rose Hill and this he sold later to W. J. Scratchley in 1865. Mole, Betts and Hugh Magee were assisted in this movement by Wm. Shannon, and they found there much better land than where they left. These lands and the homesteads are still known by their names notwithstanding the destruction of old landmarks by the development of Point Grey.

Of the settlers named, only H. Mole is still living. An Englishman by birth, he came to Canada when quite young and came to British Columbia in 1862, and is now enjoying the evening of his life on that homestead which he established, with his son, daughter-in-law and grandchildren.

When the writer visited him in the summer of 1921, we sat out on the verandah where, with all his faculties little impaired in his 83rd year, he looked over Sea Island and the Gulf of Georgia with as keen an appreciation of the view as he felt when he and the settlement were young. His partner, J. Betts, another Englishman, lost his life by being drowned accidentally in the river in August, 1882. He was unmarried.

Hugh Magee

Hugh Magee died in 1906 and many will still remember him—the impetuous, quick-witted, quick-tempered Irishman from Fermanagh, almost as quick to resent an injury to a friend as to himself, fond of a good saddle horse and an expert with the shillelagh.

The history of his large family is interwoven with that of the Province in many directions, especially that of his son George, who was prominent as a young man in Gastown, and owned considerable property in Vancouver. He dyked in and developed a valuable farm at the mouth of the Squamish, owned land in Richmond, on Sea Island, and on Lulu Island after it was incorporated and served in its council in 1890. His death was much regretted by all who knew him.

His brothers, Crawford, now living in Vancouver, also owned land on Sea Island, but sold out in 1881, and D. J. “Jim” Magee is still living on a part of the old homestead.

Mrs. McCleery

Of Fitzgerald McCleery and his wife (a Miss Wood whom he married in 1878) it would be impossible to convey to those who did not know them a fair conception of the important part they took in every movement that contributed to the material, intellectual and moral welfare and advancement of the settlement, making their house a home for the homeless and sick on many occasions. Mrs. McCleery died in 1902 and the community

was quite conscious of the loss it sustained by her death. Mrs. McCleery was a woman of a most ardent, energetic nature, impelled by the highest ideals as to her duties to her fellow creatures which led her to give her time and means and to sacrifice her own comfort to help those in need and to promote the welfare of the human race, both individually and collectively.

Her daughters, following her example and training, worked by their father's side to fill her place in the community. Fitzgerald McCleery died last April (1921) at the age of 83. In his last days he found solace in the ever vigilant and sympathetic care of his youngest daughter.

At his death he left two young daughters to inherit his property. Dora (Mrs. Logan, of Armstrong) who for improved health has lived there and managed her farm successfully for many years until she got married, and Miss Greta McCleery, his youngest daughter, who is living in the old home, which amidst her great responsibilities she still keeps as a centre where help is found in need and hope inspired for a new generation as it was for the one that is rapidly passing away.

The McCleery Homestead

Many will join with the writer in the hope that that old home will long be allowed to retain its outstanding characteristic impressed upon it by the long and strenuous endeavours of its late owner whose aesthetic temperament remained undulled by a laborious life and which enabled him to enjoy to the last the beauty and grandeur of the landscape within his vision from the homestead, Sea and Lulu Islands within the arms of the Fraser, its children, on which he saw the homesteads spring up and with pleasure marked their increase from time to time. And further to the south, southwest and west, the islands of Puget Sound and the Gulf of Georgia, and beyond them the Olympic Range of mountains, apparently, from that point of view, connecting with the rugged ranges on Vancouver Island, beyond which, when unclouded, he saw the sun's enlarged and mellowed orb go down in all its splendour every evening for nearly sixty years. And he did not forget that to the north of him lay the great harbour of Burrard Inlet, where, before there was any mill or Gastown on its shores, he saw a vision of a great city to be built around it and of which, before his death, he saw a promising beginning.

Samuel McCleery died in 1882, leaving a wife and daughter. The latter is the wife of H. B. Barton, of Marpole. In 1888 the widow of Samuel McCleery married Capt. Stewart, at that time living near Marpole. Her son by this marriage has now a son which makes Mrs. Stewart a welcome grandmother in two households.

George Garripie

George Garripie, a French Canadian by birth, was an active citizen, was one of the first Board of School Trustees of the settlement in 1877-8. He died in 1882. The property on the mainland side of the river has become the centre, now Marpole, which probably he

foresaw in the early sixties. Above the Garripie place lived another French Canadian known as French John, who had been in the employ of the Hudson's Bay Company. He was more of a logger and trapper than a farmer. He sold out about 1879, his property to Christopher Wood, but it was known as French John's for a long time after he had left.

Rowlings

Between this settlement and New Westminster on either side of the river there was only one household and that on the mainland side about half way up and that was the home of W. H. Rowling, a corporal of the Royal Engineers, who were engaged in the survey of the boundary line between British Columbia and the United States. This was a nice place for the settlers to call when on a six or more hour's pull to New Westminster during the summer freshet on the river, to get a drink of spring water and a genial greeting from Mrs. Rowling and her growing family, who in this isolated place were glad to see and welcome the passers-by. Wm. H. Rowling was an early owner of the land on Lulu Island and was a member of the Richmond Council, as will be shown later.

Wm. McNeely

While the few settlers above named were working strenuously to improve their holdings on the North Arm, Wm. McNeely, who, with his brother Thomas, owned a tract of land on the south side of Lulu Island (part of it now known as the London property) dyked in 15 or 20 acres in 1863-4 and in the spring of 1865 got William Shannon with his three-yoke ox team, assisted by Hugh Boyd, to plough it as the latter said. "Bill did the driving and I did the ploughing." The freshet and the high tides in the summer of that year broke down the dyke and flooded the crop. Wm. McNeely did not renew his efforts in this direction, but his was the first land dyked in and ploughed on Lulu Island, and Wm. Shannon, who was one of the factors in this work, is still living to tell how he got his team there, how he took them down in a scow from New Westminster to where his work was to be done and when that was finished how he took them down the south bank to the Crab Apple Ridge along that to the North Arm shore, up that bank to opposite the east end of Sea Island, got McRobert's scow and took them across to the mainland.

And now that the name of William Shannon has come in, the writer may as well give here an outline of his activities in those early days.

Wm. Shannon

Wm. Shannon was born in County Sligo, Ireland, in February, 1841, came with his father and family, when very young, came to California by the Panama route in 1862, and up to British Columbia in 1863. He soon went to work. Among his first jobs was the building of Mary Street in New Westminster and working for him were such men as the late R. P. Rithet, Hugh Boyd and others who had tried Cariboo and returned without any desire to

go back. In the summer of 1864 he and William Parson bought land from the government on the north side of Lulu Island, which they sold to Sam Brighthouse in the fall of that year. He located on land below the McCleery holdings, which he sold to Betts and Mole and to Hugh Magee in the same fall and helped these to move on to it from where they had located just below New Westminster about two years earlier.

The summer of 1865 found him in the Okanagan Valley in the Kootenay country, next on the Cariboo road freighting with an ox team, sometimes prospector and miner, logger and timber cruiser, in Chilliwack in its early days of settlement, later in Clover Valley, which he named, associated with his brothers Thomas and Joseph, laying the foundation of a farming industry where, true to the old strain in energy and enterprise, his nephews are now leading farmers. And now to connect him with Richmond. He is, with his partner, George Martin, owner of some of the best land on Sea Island.

At nearly eighty-one years old he may be seen in Vancouver, light of foot, clear of eye and with little signs of any weakening of his faculties, profiting by the prosperity of the Province and hopeful of its future.

First White Family

The year 1866 was somewhat of an eventful year for these islands. W. D. Ferris moved down from New Westminster to settle on his land on Lulu Island with his wife and family, and his was the first complete white household—father, mother and children—to locate upon it. He was an Englishman by birth and education, had been in eastern Canada for considerable time before coming to B. C., but had all the spirit of a pioneer. He was very enthusiastic about the future of the colony and wrote some of the literature published by the government of that day to encourage immigration and land settlement in B. C. He was too old, however, to stand the strain of pioneering, so he sold out his holdings to J. W. Sexsmith in the spring of 1877 and moved back to New Westminster. He held a commission of Justice of the Peace and did some agency and conveyancing work in New Westminster, where he died at a ripe old age.

W. J. Scratchley

This year (1866) brought W. J. Scratchley also to Lulu Island, as a partner on the land bought by S. Brighthouse in 1864, leaving their milk business in New Westminster to be run by the latter for a number of years. It should be said here that W. J. Scratchley bought from Hugh Magee in 1865 the place the latter had taken up about four years earlier and which he had left to move lower down the river, as mentioned before. This place was known as the Rose Hill Farm, and was made the base of the milk business until it was given up and S. Brighthouse joined his partner on Lulu Island. This partnership was known as Brighthouse & Scratchley until 1880, when the latter started on the land further up the river, which he bought from Hugh McRoberts. That property is still occupied by Mrs. Scratchley. W. J. Scratchley was a native of Wiltshire, England, a thorough-going and

all-round handy worker, especially as carpenter and farmer, and was a first-class neighbour. As will be shown, he signed the petition for incorporation of the municipality, and was a member of its first council. He died in 1921, in his 78th year, by an accidental shot from his own shotgun.

Sam Brighthouse

Of the late Sam Brighthouse, little need be added to that already given, as his activities from 1862, the year he came to the province, until he left for England in 1911, had a much wider scope than Richmond, especially in Vancouver city, into the early records of which his name is woven. He was the owner of a large tract of the area on which the west part of the city is built for over 22 years before it was incorporated. He was one of its first aldermen. Before the time he took up the improvement of his property in Lulu Island he carried on a milk business in New Westminster.

S. Brighthouse was joined by his nephew, M. B. Wilkinson, in 1888. The latter branched out into salmon canning and other lines for which his business training fitted him, besides being a needed help to his uncle. Sam Brighthouse left for England in 1911 and died there in 1913.

In 1866, Hugh Boyd and Alexander Kilgour, as partners, settled on the south side of Sea Island on the property known as Rosebrook Farm, now owned by Mackie Bros., who had been successful farmers on rented land before they bought this valuable farm some years before, in 1900, from Hugh Boyd.

Boyd and Kilgour

Hugh Boyd, a County Down Irishman from near the same part as Mr. McRoberts and his nephews, the McCleery Brothers, was born in 1842, came to British Columbia in 1862, went to Cariboo, and like many others came back in the fall, disappointed, to New Westminster. Alexander Kilgour, a Scotch-Canadian, went through about the same experience as his partner, but when they joined together in farming both found an occupation for which by early training and experience they were well fitted and in which they were very successful—success as measured in those days.

In 1873, Hugh Boyd married Miss McColl, a daughter of Sergeant McColl, of Colonel Moody's command, and on the 7th of September, 1874, a boy was born to them, being the second white child born on these islands. About 1886, Boyd and Kilgour dissolved partnership, when the latter began on his own farm, which he ran for several years. He died in 1908, leaving a widow, but no children. Alexander Kilgour's name appears on the petition for the incorporation of Richmond and he was elected to its first council, and for several times after. His services were given freely in every direction where the community called him and respect is associated with his name in the memory of all who knew him.

In 1887, Hugh Boyd left with his family for Ireland, where they have made their home in the city of Belfast, and in that home anyone who knew them in British Columbia, finds a hearty welcome and in leaving will feel a revival of the regret that was felt when they left Sea Island.

When Richmond was incorporated, Hugh Boyd was elected warden and his record on that body for several years will be shown further on.

Two or three years after W. D. Farris started on his farm his son-in-law, John Thompson, located on the section immediately east of him. John Thompson died in 1875 and in 1878 this land became the property of O. D. Sweet, who was one of the signers for incorporation and later became clerk of the Richmond Council. He was the brother-in-law of W. J. Sexsmith, and his family, too, was a welcome addition to the settlement.

Smith & Robson

In 1867-8, James G. Smith and Dan Robson, began improving their land, a tract lying west of the Brighthouse property, the same having a frontage of a mile on the river, and running back for more than a mile therefrom. They put some improvements on the west half of this property which they rented for some years and began improving the east half. In 1879, they sold the east half of this property to McMyn Bros., who sold the east half of that half to John Vermilyea in 1883, and Smith & Robson moved back again to the west half of their property. In 1885, they sold this property also to J. Vermilyea. This removed from the settlement, two very highly respected men.

J. G. Smith was a Scotchman by birth, but had come to Canada when young, and came to British Columbia during the "rush" to Cariboo, where he and Robson mined together. He had learnt the carpentering trade but did not like to follow it. He was a well-read man and his experienced help in the Council of Richmond in its early days was very valuable. He was 83 when he died in May, 1916, and many who knew him wondered that a man of his slight frame withstood the shock and lived so long after the strain of the tragic occurrence by which his partner lost his life.

On January 12th, 1886, he and Robson, who owned some property on the North Arm of Burrard Inlet, set out with a man named Walker, who had talked of buying it and wanted to see it. They got to it in the evening, having gone to camp there all night in a cabin that was on it. They had lit a fire and Robson had set about cooking supper when Walker picked up his rifle and almost without warning shot Robson through the thigh. Smith realized that he had a mad man to deal with, grasped a piece of firewood and before Walker could repeat on him that which he had done to Robson, succeeded in overcoming him and reduced him to a condition of insensibility. He then turned his attention to Robson who was bleeding from an artery in the thigh, got him in the skiff and started for Port Moody. On his way he got some loggers who were nearby to join him, but before they got to Port Moody, Robson was dead. When they went back to the cabin, they found Walker also dead. At the coroner's inquest, evidence was given that Walker was

recovering from a long drinking bout, and was evidently in a state of delirium which led to this double tragedy. James G. Smith was respected by all who knew him, and the writer would add that he has known no man with a higher sense of good citizenship than he possessed.

Dan Robson was a Canadian by birth, of a most genial disposition and his tragic end was deeply deplored by all who knew him.

Howard L. DeBeck—First White Child

In the winter of 1868-9, Howard L. DeBeck, born February, 1843, at Debeck, New Brunswick (DeBeck named after his father) came to British Columbia by way of Panama and landed in Victoria in August, 1867. He associated himself in business with James Bell, his brother-in-law, in Victoria, in the winter of 1867-8, but in the early spring, he started for Cariboo, an experience that nearly all the men coming to British Columbia in those days wanted to undertake. In the fall of 1878, he came back to New Westminster, joined his father who had recently arrived in British Columbia. They bought 1200 acres on Sea Island from Hugh McRoberts at a price of \$1.50 per acre. It should be stated here that the government before that time had sold land for \$1.00 per acre and would take their own scrip in payment; a scrip in those days fell sometimes much below par. H. L. DeBeck began at once improving this land and lived in the McRoberts house until he got one built on his own property. Everything looked hopeful enough for them until August 22nd, 1871, when Mrs. DeBeck died leaving a newly-born baby girl, which was the first white child born on these islands.

Still in Penticton

The death of his wife and other misfortunes led him to give up farming and sell his interests on Sea Island. Of this land, George Magee bought 160 acres on the south side of the Island and Duncan and Hugh McDonald and Angus Fraser bought on the other side about the year 1875-6. By this he had disposed of all his interests on Sea Island. Howard L. DeBeck after leaving Sea Island, engaged in logging and two or three years later, in partnership with his brothers, built a sawmill at Sapperton, known as the Brunette Sawmill, which they ran successfully for many years. After retiring from the mill business he lived some years in New Westminster, but feeling too young to be idle, he went up to near Penticton, where he is "back to the land," active and strong, approaching his 80th year, and the age reached by his mother, who died recently, at Marpole, at the age of 107, gives hope to expect he will live to add to the wealth of the province for many years to come.

John Brough

Another owner of land on Sea Island was John Brough, a Scotchman, who bought his land from the government and this included the island known as Dinsmore's Island, known as Brough's Island, until changed to its present name. Brough built a small house on this island in 1869, but made little other improvements. Hugh Boyd bought the land he owned on Sea Island, 210 acres, and sold it to J. T. Errington, whose name appears on the petition for incorporation, and was elected as one of Richmond's second council. Between the time he bought this property and sold it, he made extensive improvements which in those days included first dyking his front and later included the erection of a large and expensive dwelling house. While he was a resident he took an active part in all that helped towards the growth and welfare of the community and since he sold out his property on Sea Island he and Mrs. Errington have travelled a great deal and visit British Columbia occasionally to renew old friendships.

In 1872, Christopher Wood and his cousin, Robert Wood, bought the old McRoberts homestead and later on the former bought other tracts of land on Sea Island and held them until they became quite valuable. He sold the last of his holdings in Richmond to Messrs. Martin and Shannon, of Vancouver. He was born in England in 1844 and came to Ontario when still under age and came to B. C. in 1872 and died here in 1909.

On First Council

Robert Wood came to British Columbia ten years before he settled on Sea Island. He was a member of Richmond's first council. In 1882, he sold out his partnership interest to Christopher Wood and moved to Armstrong, where he engaged in mercantile business for some years. He took a great interest in mining and other ventures, including the laying out, naming and incorporating the City of Greenwood. In the spring of 1921, he came to Vancouver in ill-health and shortly after went to the house of his brother-in-law, Fitzgerald McCleery, where he died in August, at the age of 80 years. Robert Wood was highly respected for his integrity and public spiritedness.

Messrs. W. and J. Wilson, of Victoria, bought a large track of land on Lulu Island, shortly after it was surveyed and began improving it in the early seventies. These improvements were put on that portion of it lying on the North Arm just below where No. 5 Road now is. A portion of this they dyked and put buildings thereon, but they found great difficulty in those days to get anyone to take care of it or rent it. Later on they found tenants. Messrs. Wilson's ownership extended from the point above named across Lulu Island running in a south-easterly direction and was, generally speaking, well chosen, as it followed very closely the direction of the large slough that ran through the island on that part of it and which when filled up, gave the solid character to the land on each side of its course. Messrs. Wilson Bros. were very public-spirited owners, encouraging everything to be carried out that was likely to prove advantageous to the settlement and paid the large voluntary contribution of \$1500.00 towards the building of the first bridge across the North Arm of the Fraser, from the end of No. 5 Road, which will be shown later.

An Unusual Settler

In the early seventies, Sir Philip Clarke, who had bought a large tract of land lying south of the Brighthouse property, began improving it and built, for those days, a very expensive house thereon, but, as then reported, owing to the death of Lady Clarke, he gave up the undertaking. Sir Philip Clarke's effort led up to the first government expenditure on these islands, which was for the construction of a flood box at the north end of what is now called No. 2 Road. This was before municipal incorporation. The house he built remained unoccupied and eventually got burned down by a prairie fire, which was a common thing in the late summer of those years.

Thomas Kidd Arrives

Early in February, 1874, Thomas Kidd and Walter Lee landed on Lulu Island. Seven years before that date they had come to California from New Zealand where they served together in the 3rd Wiakato Regiment of volunteers during the Maori War of 1863-4-5. On the old "Enterprise" with them, as a passenger, was Sam Brighthouse. No doubt the discovery that Walter Lee was nearly from the same part of Yorkshire as himself increased in him the interest that most of the "old timers" took in prospective settlers for he soon found out that the two men had come to British Columbia to get land to settle on. All this resulted in an invitation being given them to go down the river with W. J. Scratchley, who had come to New Westminster to meet his partner, an invitation which the newcomers accepted gladly, and somewhat late in the evening landed in one of those cabins where bachelor hospitality made up for any lack of more extensive household equipment. As nearly every pioneer carried his blankets in those days and could cook a simple meal, the increased care to the entertainer was not very onerous.

Thomas Kidd found in Hugh Boyd and McCleery Brothers, men like himself, from County Down, Ireland, but not known to them there; men who had left for British Columbia one year before he had left for New Zealand, in 1863.

Those small things, such as finding fellow-countrymen, help to lessen the strangeness of a strange land. Kidd and Lee, after having prospected these islands, were very much attracted by the land on the south side of Lulu Island, especially that part of it now known as the Slough District, not then surveyed. The weather was still wintry and as they wanted to see the settlements up the Fraser Valley before deciding fully, they took a contract to do some dyking for Brighthouse and Scratchley and so put in the time until spring opened. In May they went as far as Chilliwack, but came back with their minds almost made up to settle on Lulu Island, but not to locate until the unsurveyed section before mentioned was surveyed, which they were told was going to be done that summer.

Mrs. Green's Quest

One morning, early in April, 1874, while Kidd and Lee were working on their contract, John Green rode his pony down the North Arm trail from New Westminster, where he had landed the evening before from Victoria, got put across the North Arm to Lulu Island on W. D. Farris' place. From there he followed the bank of the river down to the Brighthouse place, probably having been already told that he could not go across the middle of Lulu Island with a horse at that time of the year. He was directed by Brighthouse and Scratchley to go down the bank of the river past the Smith & Robinson place and on to the Crabapple Ridge along the gulf side; along that to the South Arm, up that bank to where the small slough which the map showed ran through the section he had bought. These directions he followed tracking the course William Shannon had taken nine years before and continued on the south side of the slough now known by his name and camped on a spot near to where the house of John Featherstone now stands. Mrs. Green, who had gone up the river on the same boat as her husband, came down the river on the returning trip the next morning as far as Deas Cannery (built there the year before) where she landed her household goods and then hired an Indian and his boat to go across the river and into the slough to find her husband, which was not done without some difficulty, and there are some still living who heard Mrs. Green recite her experience in that quest which was so interesting and more amusing than the actual experience was to her. John Green began improvements but found out early in the summer by the help of Kidd and Lee, that he was not on the section of land he had bought the year before. The Mahood survey confirmed this, so he claimed a squatter's right and bought the section at \$1.00 per acre.

The other section he had bought he sold to D. Reid and Kenneth McIvor in 1880. The latter sold his, the west half, to Solomon Pearson, who will be mentioned later. In the spring of 1873, John Parker, of Victoria, who carried on a butcher business there, turned out on the south side of Lulu Island, some twenty head of cattle, to be taken care of by G. Simpson for a share in the increase. Simpson died in the spring of 1874 and had assigned his interest in the cattle to J. A. Webster, merchant, of New Westminster, in consequence of which it devolved upon the latter to take care of the cattle. This led to his letting a contract to John Green to cut and stack fifty or sixty tons of hay for these cattle. In this, Green sought the help of Kidd and Lee, as a partnership undertaking. It was well known that hay was cut fourteen years earlier on this island by McRoberts and others. It need hardly be said that both primitive tools and methods were used in this work, scythes and hayforks. And in stacking, the haycocks were carried on two poles, and when too far away from the stack were drawn by a pole and a rope for which in this case Green's pony was found useful.

A Home-Made House

Before this work was finished, Hector McDonald, a Scotchman from Cromarty, joined Kidd and Lee, for whom he had worked in California, having gone there from Ontario shortly after the first railroad reached San Francisco. While these three men were marking time waiting for Mr. Mahood, who was finishing up some survey work on the

south side of the river, before coming to Lulu Island, Kidd and Lee started in whipsawing lumber for a cabin and McDonald started in making shingles. They were all experienced woodmen. This resulted in enough lumber being cut to build a cabin for Kidd and Lee, battens for McDonald's and shingles for both; also, enough spruce lumber for four skiffs—boats and canoes were needed then. That Kidd and Lee cabin is still standing somewhat transformed as a part of the house on the old Lee place, now owned by W. S. Milner. In its first structure, everything was homemade except the nails, sashes and hinges, and no professional carpenter was employed.

Woodward's

In the fall of 1874, Nathan Woodward and his 18-year old son, Dan, who came from Ontario in the late summer of that year, had found the lower Fraser and the country well suited to their tastes for hunting and trapping. Lulu Island had special attractions, and they located on the place to which their name still attaches. They had a cabin built before New Years Day in 1875, so the year 1874 brought in settlers which formed the nucleus of the first permanent settlement on the south side of Lulu Island.

In the fall of 1875, another settler was added to the Slough Settlement in the person of James Knox, an Ayrshire Scotchman. He had gone to Otago, New Zealand, about 1863, where he mined and farmed until about 1869, when he left for California. He found nothing there to suit him so he went on to the Indian Territory. He got ill there with ague and came to B. C. in the summer of 1875. In the fall of that year he found work on the road that was being built from Maxi's (the end of the Douglas Road, now Hastings) to Gastown, of which Thomas Kidd was foreman. A snowstorm before the middle of November stopped that work for that winter, so he was on the quest for land to settle on. He went with Thos. Kidd, down to Lulu Island and located on the island for some time known by his name. Thus James Knox added another to the Slough Settlement, to which no more was added until after Richmond was incorporated.

All those named as being in the Slough District signed the petition for incorporation and Thomas Kidd made himself active in getting the petition signed but was away in California, on account of the death of his brother there, when the first election took place.

Versatile Englishman

John Green was an Englishman by birth and was about fifty years old when he came to Lulu Island— a man of the most quiet demeanour, pacific in character and enjoyed a humorous story. He had been farming in England when young, but had learned also to drive a stationary steam engine, had been a bell-ringer in England, could sing old-fashioned songs pleasant to the ears of old-fashioned people. Of the four children born in that home, two died in infancy. Willie, the youngest, when about six years old fell off the wharf in front of the house into the slough and got drowned in the spring of 1892.

After living on Lulu Island about twenty-two years John Green sold his farm to John Featherstone and went up the coast to drive a small engine in the woods and took his son Frank with him. The latter is now living at Quatsino Sound, where he has made himself a home, is married and has several children.

John Green died in the Jubilee Hospital, Victoria, about 1898, and Mrs. Green died in Vancouver several years later.

Difficult Transportation

Walter Lee was a member of the first council of Richmond, but had no desire to renew his efforts in that direction, for he was no longer young and it was no easy job for a short-legged man to get across Lulu Island in those days when long gum boots would do no more than keep one dry on that journey. Indeed it was preferable to go down the river in a row boat to the gulf, leave the boat there and go along the crabapple ridge to the North Arm, then up the bank, which by that time had a dyke on it most of the way to the old Town Hall which was built on the bank of the river so that it could be reached by boat.

Walter Lee died in 1899, at the age of 73. About two years before he died, he was joined by his son, Albert Brook Lee, from New Zealand, whose two sons followed within a year after. In less than a year after Walter Lee died, Mrs. Brook Lee, with a younger son, came from New Zealand, to join her husband, but unfortunately did not live long to enjoy her new home, which she seemed to like, for she died of cancer in 1901. In about ten years after he came to B. C, A. Brook Lee sold the place his father had settled on and took up a home in Steveston. He died of the same malady as his first wife at the age of 68 years.

His son Norman, is now living in Steveston and Walter is up the coast connected with the cannery business. Horace, the youngest, went to the front, but did not live long after his return to B. C.

A Sociable Partnership

Before passing on from the name of Walter Lee, those who knew him (they are very few now) will expect to find here some reference to those qualities he possessed which made the Kidd & Lee cabin the centre point of meeting in those early bachelor days of the settlement. His knowledge of and facility in cooking, added to a natural sociability of character, made that cabin a place for Sunday and holiday gatherings, but there were no spongers among those early settlers, so that partnership lost nothing by the rude hospitality given there as long as it was confined to those settlers only.

Kidd's qualities in that partnership were not quite as attractive in those social gatherings as his partner's, yet his ability to do other things found some recognition in that early settlement, and I have heard it said of him that he would rather run a bucksaw and swing an axe than run a kitchen.

Mrs. John Green in those early days of the settlement lived in Victoria most of the time, which put her husband in the bachelor class during her absence and made him eligible for those gatherings.

"Mudflatters" Toast

There were no dress suits on these occasions and indeed any effort towards "city style," was almost resented. Gum boots and getting about in skiffs and canoes were not conducive to giving expression to high ideals in this direction. Even the necessary trips to the Royal City, where they were called mud-flatters, did not incite them much to special dressing, for a 12 or 13 mile pull in a row boat was rather damaging to white collars, especially to paper ones which were much in fashion in those days.

The following home-made toast for Christmas dinner in 1876, gives some expression of their feelings and hopes at the time:

"Here's a merry good Christmas to mudflatters all,
Good health and good cheer to both married and single,
And here may their vanity ride to a fall,
Who decline in false pride with such goods hearts to mingle.
And here may the married increase in good store,
And in all things except in their trouble,
For the single, of course, while we can't wish them more,
'Tis our hope they'll be wise and get double."

Hector McDonald was a hard working, clear-headed and true-hearted Scotchman. He read Shakespeare as much as he did Burns. "Romeo and Juliet," was a favorite with him. He sold out to McMyn Bros, in 1889 and went back to his beloved Scotland, where he died in 1893.

James Knox sold out his farm to Thirkle and Tiffin in 1884. He went to Aldergrove, where he lived for a short time, and for a short time in New Westminster. About 1894 he returned to Lulu Island. In 1899 he made a trip to Atlin, which was unsuccessful, and came back very much broken in health. He died very suddenly a few years after, when he was working for Rice Rees, who was among his many friends, the most outstanding and sympathetic.

Nathan Woodward was an experienced boat-builder and found ample opportunity on the Fraser for his abilities, where fishing boats were in great demand. This left the improvement of his land largely in the hands of his son. This farm became very valuable before the latter sold it in 1909. Nathan Woodward was born in England, but came to Canada when young. He was very fond of hunting and trapping. He died in 1896 at a ripe age.

Thomas Kidd and Dan Woodward are the only ones left of those who were living in the Slough District before municipal incorporation—the first of whom is living with his oldest daughter, Mrs. G. H. Harris, on part of his old farm on Lulu Island, and Dan Woodward is living on Vancouver Island, near Victoria.

John Cochrane, who came to the province in 1871, worked for Sir Philip Clarke in the early seventies, later for his countryman, Hugh Boyd, and while thus employed lived with his wife in the cabin on Brough's Island. In the winter of 1874-5, he located on land east of the line where No. 6 Road now is, a short distance back from the North Arm. This was a difficult place to bring under cultivation, which made him rely largely on his cows for an income. He signed the petition for municipal incorporation.

After the death of his first wife he sold out to J. Quigley and moved to Westham Island. He lived here until a short time after his second wife died, when he went back to Ireland with his family.

Eburne's Dramatic Arrival

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

At the home of Christopher Wood, whom they knew in Ontario, they found a hearty welcome. In the spring and summer of 1875, Harry Eburne worked for Fitzgerald McCleery and other farmers, but in the late summer and fall undertook to cut cordwood and other work in the woods. In this work he was joined as partners by Wm. and A. H. Daniels, and later by Dan Daniels—three brothers just arrived from England, to be followed by the rest of the Daniels family the following year.

Harry Eburne in the late summer of 1875 took up as a pre-emption, 160 acres of land east of the road then being built, now Fraser Ave., but soon abandoned it, as residence on it in the struggle to make immediate income was inconvenient.

Eburne Post Office

Later on, he located on the small island known afterwards as Anderson's Island, but that he found neither profitable nor attractive. He then took up a line of business for which he was better suited by opening a store near the old church on the north side of the river opposite the east end of Sea Island.

This was in the year 1881, and the post office that had been established at the house of J. W. Sexsmith in 1881, known as the North Arm post office, was moved to his store in 1885. His business grew with the growth of the settlement and in 1891, after the North Arm bridges were built, he moved his store business to the east end of Sea Island between the bridges—a very central location to catch the trade of the two islands. In the year 1894 the name of the post office under his care was changed to that of Eburne post office.

After selling out his store business to Churchill & McKay in 1898, he started a chicken farm near the site of his first store and became a successful and well-informed chicken farmer.

The real estate boom of the early years of that decade presented a new aspect of his surroundings and raised some hopes in him, as it did in many others, that were not fully realized. However, his name is likely to be perpetuated in the name of the post office on Sea Island and many regret that the name of the growing town which bore his name until 1916 was changed to Marpole. He is now living retired in a comfortable home in South Vancouver, where he and his estimable wife live and have reason to be pleased with the activities and prospects of their interesting family, and are thought of with respect by all who know them.

Miller & Ferguson

In the summer of 1875, James Miller and John Ferguson, natives of Scotland, came to British Columbia, after having been in Ontario for some time. In looking around they met Hugh Boyd, who was government inspector on the road which was being constructed from old Gastown to the North Arm, now Fraser Avenue, who encouraged them to have a look at Sea Island, after he learned they were looking for farm land to settle on. Sea Island attracted them and they bought in 1876, a tract of land being a part of the old McRoberts holdings. As partners they were known as Miller & Ferguson, and while the hospitality of bachelor cabins was a common characteristic, that of their well-kept cabin was an outstanding example, and where itinerant preachers often found physical comfort. When the Rev. Alex Dunn was conducting the religious services at the funeral of the late

John Ferguson, he referred in grateful terms to this fact in his sympathetic reminiscences of those early days in this part of his circuit. John Ferguson sold out his farm on Sea Island in 1907 and moved to New Westminster, where he was joined by his widowed sister and her son, John Hoatson. He died in 1913, leaving a record of manly and benevolent characteristics for his friends to remember.

James Miller was joined by his nephew, Joseph F. W. Miller, in 1882. James Miller became a victim of asthma and for relief lived at Lillooet for some time. Later he returned to Vancouver and lived there until he died in 1890 at the age of 68 years.

His nephew, named above, is pursuing farming with an energy and success equal to that of his uncle, but, unlike him has taken the precaution to prevent the name from disappearing from Richmond, except by emigration or some untoward event, for another generation at least. James Miller signed the petition for municipal incorporation and gave service in its council, and, as will be seen hereafter, his example has been followed by his nephew.

The McMyns Arrive

John Ferguson, also had relatives come to Richmond. John Hoatson and John McMyn in 1880, Wm. McMyn a little later. About three or four years later by James McMyn, Senior, his wife and youngest son James.

John Hoatson preferred city business to farming and joined Messrs. Trapp & Co., New Westminster. The McMyn Brothers bought the east half of the Smith & Robson estate in 1883, sold that about 1889 when they bought Hector McDonald's farm in the Slough District, where the youngest of the brothers, James McMyn, is still farming.

Wm. McMyn is farming at Maple Ridge and John McMyn and his wife are living retired in Point Grey, near the home of their daughter, Mrs. John Mole.

In the year 1876, the Daniels Bros., already mentioned, were joined by their father and mother and the younger members of the family.

The brothers, A. H. and Dan, bought property on Lulu Island still owned by them. They signed the petition for municipal incorporation. A. H. Daniels served with him in Richmond Council, as will be shown in its records, and those who served with him can bear testimony to his ability and faithfulness in its service in those days of small revenues and great aspirations to get bridges built after Vancouver began growing.

A. H. Daniels is living on Vancouver Island and Dan has returned from England after a long sojourn there and has taken up his residence in Point Grey.

In the fall of 1876 A. E. Sharpe ("Big Sharpe," 6 ft. 4 1/4") came to Lulu Island and built a cabin on the gulf side of his property near the site of the present new house of Joseph

M. Steves. He owned a large tract of land on this part of Lulu Island was one of those who signed for municipal incorporation. He had been a resident of Victoria for some time before he came to Lulu Island, and which probably led to his being appointed Returning Officer at the first municipal election. A. E. Sharpe left Richmond in the late eighties, the last of his property being bought by J. A. McKinney, who is still its owner.

J. W. Sexsmith

In the spring of 1877, J. W. Sexsmith bought and moved on to the property owned by W. D. Ferris, where he soon spread out into general farming, including cheese making. A short time after their arrival his oldest son, Charles G. Sexsmith, began farming on the larger tract of land at Terra Nova, known as Milligan Estate.

J. W. Sexsmith and his family were a great addition to the settlement at that time. He and his son, above mentioned, signed the petition for municipal incorporation. J. W. Sexsmith was a native of Ontario and was a man of middle age when he came to B. C., was of an enterprising character and with a breadth of experience when he came here, which helped him in this new field. In addition to farming he began, in 1882, to run a small steamboat, named the "Alice," daily between the North Arm settlement and New Westminster. This was a great convenience to the settlers, as it saved them from much hard work in shipping produce by scow and in going for their mail to New Westminster by row boat. He sold out the "Alice" to Capt. F. W. Stewart in 1884.

J. W. Sexsmith served as reeve of Richmond, as will be shown, for several terms. He died in 1919 at the age of 89, leaving a good estate for his widow and family.

The Origin of Steveston

In the fall of 1877 Manoah Steves, a native of New Brunswick, came to British Columbia. He had lived at Chatham, Ont., for a few years and in Maryland for a shorter period, but found in neither place his ideal. When he reached British Columbia, he found, in Lulu Island, something similar to his native province and more attractive. As a consequence, he bought from A. E. Sharpe, a tract of land of about 400 acres, which included the small house in which the former lived. In May, 1878, Manoah Steves was joined by his wife and children, six children in all, three girls and three boys, the oldest 20 years and the youngest, two—the first large family to come to the Southwest of Lulu Island, and one, which through the efforts of the oldest son, Wm. Herbert, has most likely fixed its name in perpetuity in the town of Steveston. Manoah Steves died in 1897 at the age of 69, and his wife died in 1920 at the age of 90 years.

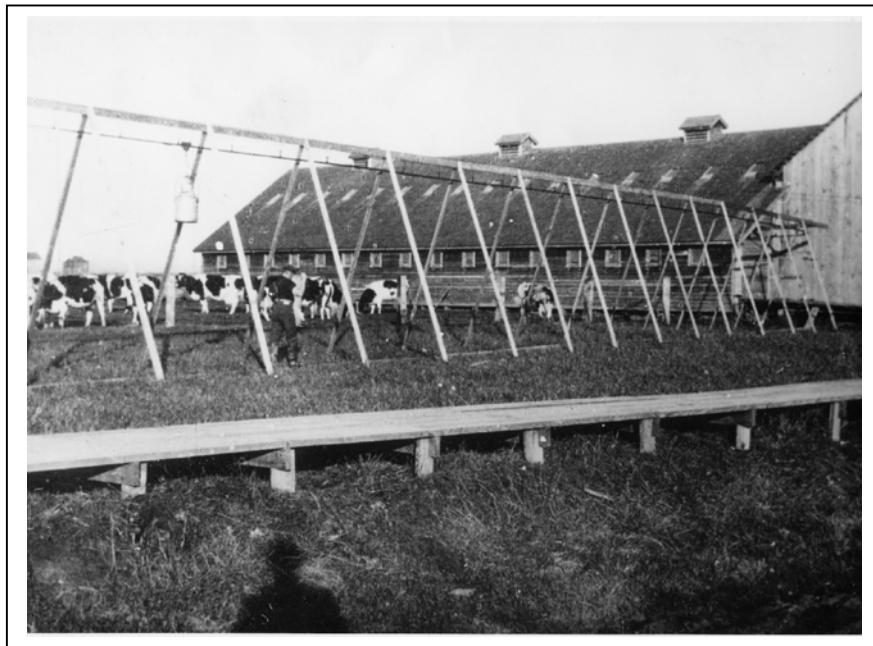
Mrs. Manoah Steves was a woman of the most placid and hopeful mentality, which helped to sustain her through all the privations and inconveniences of pioneer life and in the more serious trouble that came to her in the death of her oldest daughter, Josephine, at the age of 26, of her oldest son, Wm. Herbert, at the age of 39, and her youngest son, Walter, at the age of 36. Mrs. Steves was of a most retiring nature, but most congenial

with the few friends that the opportunities of pioneer settlement gave her. In her last years she found comfort in the sympathetic care given her by her unmarried daughter, Miss M. A. Steves, and her widowed daughter, Mrs. Ida M. Steves.

First Herd of Holsteins

Manoah Steves signed the petition for municipal incorporation and was one of the first council of Richmond. To Manoah Steves is due the credit of being the first to purchase a herd of Holstein cattle brought to the islands. This was brought about 1889. As Vancouver had not then reached a growth that demanded a large supply of milk and the roads on Lulu Island were yet in rather an embryo condition, there was little incentive to the production of milk in that locality. But a few of the farmers closer to Vancouver bought some of his stock and soon proved the value of the cows as milk producers, which brought them into great demand.

Since his father's death, Joseph M. Steves, who inherited his father's desires to maintain and improve this herd, has perseveringly pursued that purpose, until now he has one of the finest herds of this breed on this continent, and through his efforts and success has led to a general improvement in the milk producing stock of this location, and indeed to the whole of the province.



The Prize Herd of Holsteins on the Farm of Joseph M. Steves

A milk can is transported from the barn to the dairy.

City of Richmond Archives photograph 1978 7 3

Steveston versus Vancouver

The efforts of Wm. Herbert Steves to build a town at the mouth of the Fraser River to rival the young city of Vancouver were not as successful as he had hoped for.

That Vancouver had the start of about five years, with a transcontinental railway terminating there, and one of the best harbors in the world, and many other advantages to support it, did not seem to lessen his hope and faith in his undertaking, for he pursued his purpose with great activity and tenacity, called to his aid all the auxiliaries within his power of persuasion, and even started a newspaper called the "Steveston Enterprise" to advertise and extend his propaganda. That it was to become the centre of the salmon industry of the Fraser, was apparent, but this was not sufficient to inspire a general belief that it would become any more than a large village.

The progress that it did make before he died was not enough to recoup him for the great outlay which he had made and some think that his financial loss and disappointment helped to shorten his life.

That Steveston may become a great industrial centre at some time is probable, for it has one of the two great fresh water harbors north of San Francisco, and many believe better than the Columbia River because of the difficulty of keeping the bar at the mouth of the latter safe for shipping.

The Macdonalds

Although Duncan and Hugh McDonald had bought their land in the fall of 1875, they did not make their homes on Sea Island until about 1881. As they preferred to use an axe to a spade, they employed others, with opposite tastes and experience, to put up a dyke along the front of their land.

One of these was the late John Sprott, brother-in-law of James Miller, a man who could handle a pen as well as a spade, and who was for many years the efficient and trusted road superintendent for the Provincial Government in New Westminster District. The McDonald Brothers were, therefore, not resident owners when the petition for municipal incorporation was circulated, and therefore were not entitled to sign it.

After they did locate on their land, they made rapid progress in developing it and their homes and their families are evidences of their value as citizens.

Duncan McDonald, as will appear later, gave services to the community in other directions as school trustee and church elder. He died in 1920, at the age of 70, his life being shortened, no doubt, by an illness resulting from being hurt by his bull about a year before his death. His good qualities as a neighbor and his geniality will linger long in the memory of those who knew him.

Hugh McDonald, much younger than his brother, is still in the full vigour of life and quite able to speak for himself.

The Genesis of Richmond

The foregoing is a rough and incomplete sketch of the land and history of the resident-owners of these islands before they were incorporated as Richmond Municipality. Some, no doubt, will think it too elaborate and some not extensive enough.

The following is a copy of the petition which was signed and sent to His Honor, the Lieutenant-Governor, of B. C, in Council, early in 1879:

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

"That the total number entitled to petition are thirty-

"That they respectfully request your honor to incorporate said islands a municipality under the name of the Township of Richmond, and your petitioners as in duty bound will ever pray, etc. Signed—

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

The petition was drawn up by and in the handwriting of W. D. Ferris, who, although he had sold out his homestead two years before, still retained a fatherly interest in the progress of the settlement. The writer has a dim remembrance of being told at the time of the circulation that Mr. Ferris chose the name of Richmond for the municipality to commemorate the name of his own native place in England.

It may be said here that the requirements for incorporation under the Municipal Act of those days were much more easily fulfilled than those of the present one.

W. Beckman's Good Fortune

It may be noticed that the name of Wm. Beckman, which appears on the petition, has been overlooked by the writer in the foregoing sketch. This has arisen from an indistinct remembrance by the writer of the time when he came into the settlement. Although Wm. Beckman will appear later on in this history as a councillor, the writer wishes to make

amends by a short reference to him here and to say that he bought the place he owned on Lulu Island from Nathan Woodward a short time before incorporation was circulated, and worked for Woodward to pay for it. Like nearly all the early settlers he worked out for wages to get money to make a start on his land. But as fishing and hunting were more remunerative for one of his tastes, he preferred it to primitive farming. Even when he got his land dyked and improved he leased it to others for most of the time. When the Yukon excitement began he went up there and did not come back to Lulu Island for over ten years. Although the love of adventure, characteristic of the Scandinavian race to which he belonged, led him in many directions, he was wise enough to hold on to his land on Lulu Island as a sort of sheet anchor to his fortune until the C.N.R. was being built from New Westminster to Steveston. This ran through his land, which happened to be in the right place to catch one of the richest crumbs that fell from the sumptuous financial table of McKenzie & Mann, and for which the people of Canada have to pay. Land for which Beckman paid about \$6 per acre in 1879, he got more than a thousand for in 1913.

Wm. Beckman and his wife are living retired at Marpole, where to some extent, Mrs. Beckman is reaping the rewards of self-sacrifice she made in taking care of orphaned children at a time when her income was very scant, which, in all, is the best test of true womanhood.

It may be remarked here that all the land-owning settlers living on the islands when the petition for incorporation was circulated, signed it, except Christopher and Robert Wood, and the writer does not know the reason why they did not sign.

The Carscallens

There were but few leaseholders living on the islands at that time, but among those few was George Carscallen, who was living on the west half of the Smith & Robson property.

He came to British Columbia in 1878, with his brother-in-law, O. D. Sweet, and, like him, was brother-in-law to J. W. Sexsmith. He and his family, a son and a daughter, became valuable assets to the community. His daughter became the wife of J. T. Errington and his son, Wellington Carscallen, by intelligent and strenuous endeavour built up a beautiful farm for himself, but unfortunately his enjoyment of it was cut short by typhoid fever. That homestead is now the property of the widow of the late Thomas Smith, whose name will appear in the list of those who served in the Council of Richmond.

Of the other leaseholders at the time of incorporation none remained to become permanent as a part of the community. There was a tenant on the Wilson property at that time and the writer might offend some of the "old timers" of New Westminster by leaving out the name of Doc. Forster, who lived on the extreme east end of Lulu Island—a character that Dickens might have made some use of, but of whom the writer can only say that he still retains a clear remembrance of some of the rather peculiar physical characteristics of the doctor when he saw him, his wife, household effects, his chickens,

dog and cat, landed from a scow, that the good people of New Westminster sent to rescue them from a deeply flooded homestead during the freshet in early July, 1875.

Other Families

It may interest some readers to know also that there were two Indian households on Lulu Island, one being old Paul's opposite Dea's Island, and Cranberry Jack about two miles further up the river, both interesting characters and good neighbours. The former had a distinguishing facial mark, being a shortening of the nose, the result of an expression of love by a close friend of his by the use of his teeth at a festal gathering.

There were other residents of these islands, too, before and at the time of incorporation, who, although they were not householders at that time, were aiming in that direction. Among these were Solomon Pearson, the Blair Bros., John and Arch, and David Reid. Solomon Pearson who was a New Brunswicker by birth, and an acquaintance of Manoah Steves, was a friend of Dr. Parkins, who visited him at his home on Lulu Island on one occasion. Pearson died in 1904 at the age of 82. John and Arch Blair bought the property known by their name in 1883 and were the advanced members of the large family which completed transporting itself from County Antrim, Ireland, to British Columbia, in 1887. This family, the writer thinks, is the largest family that has come to Lulu Island, speaking of them as a whole, the most successful. The father and mother reached a ripe age before they died, but before that event they had the satisfaction of seeing their children and grandchildren prosperous and happy.

David Reid, after improving his property, which he bought in 1880, sold out in 1894, and is now living retired in Vancouver, hale and hearty at the age of 74.

First Municipal Election

In response to the above petition, the Lieutenant-governor in Council issued Letters Patent, dated the 10th day of November, 1879, incorporating the two islands named in the petition and the inhabitants thereof into a municipality under the name of "The Corporation of the Township of Richmond," and provided that the council should consist of a Warden and seven councillors; that the election should be held in the home of Messrs. Boyd and Kilgour (Sea Island) on the 5th day of January, 1880, and polling, if required, on the following day; that Edward Albert Sharps should be Returning Officer, and that the first meeting of the council should be held at the same place on the 12th day of January, 1880, and that the expense of the first election should be borne by the candidates in equal proportion.

The election was held as provided and without polling, resulted as follows: Hugh Boyd elected Warden, and Alexander Kilgour, James Miller, Robert Wood, W. J. Scratchley, Manoah Steves, J. G. Smith and Walter Lee, Councillors. The first meeting of the

Council was held as provided in the house of Messrs. Boyd and Kilgour, and all the meetings of the Council for that year were held at the same place.

Before proceeding to give any information disclosed by the minutes of the Council, it may be well to point out that the Letters Patent did not include the small islands in either arm of the Fraser River. Nor were these included until 1885, when the first Letters Patent were cancelled and new ones issued which changed the boundaries, as will be seen later.

Private Dyking

Of the conditions of the islands when the first council assumed office it would be difficult to give a description that would convey a fair conception of them to some of the more recent inhabitants.

At that time the homesteads were all close to the waterfronts and no public works of any kind existed. The dykes that had been built to fence the water out were all undertakings of the individuals owning the land on the water courses and without any joint action other than that every owner was glad to have a neighbor come in and join dykes with him.

In the earlier efforts some dyked all around a small area, while others built a front dyke and ran smaller wing dykes to prevent ordinary tides from overflowing. Indeed very few at that time were sufficiently dyked to prevent some flooding in the winter time; nor was a little flooding in the winter considered a very serious matter.

Sea Island Dyked

It was several years after the municipality was formed before Sea Island, which was the most advanced towards complete dyking, was fully surrounded by dykes to prevent it being partly flooded in winter. Yet it is evidence of the private and hand built dykes having served their purpose well, that it was not until about ten years ago that steps were taken to combine under the Dyking and Drainage Clauses of the Municipal Act, to make the maintenance of a dyke around the whole island a general responsibility and a fair distribution of its cost on its land-owners.

On the north side of Lulu Island there was a dyke most of the way from where No. I. Road now ends to a little above where the end of the Eburne Bridge comes on to the island. This, and the dyke on the Wilson property and that of the Daniels Bros., was about all of any value.

On the south side of Lulu Island there were practically no dykes, except in the slough settlements, before 1881-2.

About this time the construction of the C.P.R. was a growing certainty and settlers began to come into B.C, of which these islands got some, but as a general rule the Ontario

immigrants did not like the idea of having a dyke to depend on to keep them from being flooded.

The reader will likely have noted that most of the earlier settlers were from the Old Country, and as a general rule these men were not afraid of a spade and shovel. Indeed, one that could or would not handle a spade, an axe and an oar in those days was in the wrong place on these islands.

A New Enterprise

The first meeting of the Council was held in accordance with the provisions of the Letters Patent, but as indicated by the minutes, apparently only to comply formally with that provision, for the meeting adjourned without leaving any record of anything other than a motion to adjourn, which included the fixing of a date for the next meeting to be held, which for the 19th day of February following; but if nothing was done at the first meeting, the minutes of the meeting held on the last named date, show that somebody had been busy in the interval, for at this meeting was adopted quite an elaborate system of "Rules and Orders," including the order of debate to guide the council in all its proceedings. And a resolution was passed at this meeting that future meetings should be held at the house of Boyd and Kilgour on the first Monday of each month at 2 o'clock p.m.

The rules of order adopted to guide them in the proceedings must have been new matter for thought to most of these men, for as far as the writer knows none of them belonged to any fraternal or other society where the simpler rules of parliamentary proceedings may be picked up, and the writer feels sure that Hugh Boyd, who is the only one left of that council to read this, would not feel offended at the remark that he had a very limited knowledge of these matters at that time.

As already hinted in my former reference to him, J. G. Smith, who was a close observer and wide reader, then in his 50th year, had a much better idea of these matters than any of the others and on him devolved the greater part of the work of those early beginnings—a work quietly done, leaving others to criticize if they could.

He was a leader indeed there, who could lead in such a way that others were almost unconscious of his leadership.

The next meeting, on March 1st, brought communications from the other municipalities—from Langley Richmond's senior by six years, and from Maple Ridge five years older—the first asking that Richmond's Warden join the other Wardens of the District to consider a revision of the "Municipal Act," and the second asking Richmond to join in a petition to the government requesting that the appropriation for the district (i.e., New Westminster District) be divided equally among the municipalities. There is no evidence that any action followed these communications. At this meeting standing committees were appointed.

Need of Water

At the meeting of April 5th, tenders were received for the position of clerk, from O. D. Sweet, \$150 per year from Samuel Miller, for \$80, and from S. F. Walker, for \$100. The tender of S. Miller was accepted (sums that appear very small in these later days). At this meeting was passed a resolution which indicates the need that was felt for a supply of fresh water in the district, for it was moved by Councillors Wood and Smith "that application be made through the members for the district to the Admiral of the Fleet, or the Imperial authorities (at Esquimalt) for the loan or use of boring tools for boring artesian wells to test the possibility of getting water for the Fraser River lands." The writer would remark here that this effort did not succeed, and his memory of it is that the boring apparatus referred to had been sent east of the mountains and could not be got at that time, which probably was fortunate for it was shown later—twelve or thirteen years after, by an effort to find artesian water—that no water could be found at the old Town Hall, at a depth of over one thousand feet, a depth which would be too expensive for the ordinary settler to bear the cost of reaching.

The minutes of this meeting show that the first Fence Viewers were appointed—E. A. Sharpe, Hector McDonald and John Ferguson.

At the meeting of May 3rd by resolution it was ordered that the Letters Patent be published in the "Dominion Herald," of New Westminster, and that all the printing be given that paper. This, with notice of motion for the introduction of bylaws for assessing, levying and collecting of taxes for the current year was the leading work of the meeting, which was adjourned to the 17th of May.

On May 17th bylaws were passed for the levying and collecting of taxes, and a committee appointed to revise the government assessment roll of these islands for the purpose of the municipality. The writer would remark here that the government assessment of these islands was taken as a basis for the first Municipal Assessment Roll, and the committee appointed as above called in the help of the late James Orr, then in the government offices at New Westminster, to help them in this work. From the minutes of the meeting it may be inferred that the work of that first year began, to crowd a little, for a special meeting was held on the 27th of May to submit the proposed assessment roll, and which at that meeting was adopted.

Late Judge Bole, Advisor

June 7th. It appears from the minutes of this meeting a motion was passed to withdraw the revenue bylaws already dealt with and to substitute new ones. This motion was by Councillor Smith, and points to the work he was doing. At this meeting Mr. W. Norman Bole, barrister and solicitor, of New Westminster, was appointed legal adviser for the corporation at \$25 for the year, and it is evident he was not called on for much advice, for at the end of the year he was paid only that amount.

On June 17th a special meeting was called at which the revenue bylaws were passed and a seal adopted, which proved to be a temporary one. At this meeting the assessment roll was returned and a date for Court of Revision fixed.

The meeting of July 5th was taken up mostly with routine business and probably the most important matter was the adoption of a new seal, which has since been retained, the design of which was suggested by the Warden, Hugh Boyd, the Horn of Plenty (Cornucopia) for centre and encircled by the words: "Municipality of Richmond," which was considered a very appropriate symbol at that time and it is to be hoped that the prosperity of these islands will always justify its remaining so.

First Municipal Hall

On July 26th was passed the first motion to undertake the first municipal work, and that was to put in repair the flood gates at what is now the north end of No. 2 Road, which has already been referred to as the only public work done by the Provincial Government before the municipality was formed.

On September 26th was brought to issue a matter that had been discussed informally before, namely, the purchase of land for municipal purposes and the building of a Municipal Hall. Offers had been made to give sites, one from Smith & Robson and one from S. Brighthouse, and at this meeting a communication from the latter submitted an offer to sell four acres at a price of \$80 per acre, and a motion was passed authorizing the Board of Works to proceed towards having ground bought and a Municipal Hall built.

At the meeting of October 4th a motion was passed by the council to purchase from S. Brighthouse an area of five acres, and an adjourned meeting was held the same day at which a bylaw was passed (evidently being all ready for the occasion) to authorize the purchase of this site and to build a Municipal Hall.

On November 1st, the regular meeting was held, and in response to a call for tenders, a number of these were received, the lowest from James Turnbull, of New Westminster, for \$434, and the highest being \$565. This was to furnish material all but mudsills and to build according to plans, etc., furnished by L. F. Bonson, architect, New Westminster. At the meeting on November 1st, some routine business was done and a by-law passed to divide the municipality into wards, and at the meeting of December 6th an election bylaw was passed (rushed through, no doubt, by suspension of rules) and Samuel Miller was appointed Returning Officer, which did not involve a great deal of work, for nobody was seeking election in those days and therefore no poll was required.

Mrs. Boyd's Hospitality

The last meeting of the first Council of Richmond was held on January 3rd, 1881, at which a notice was passed to pay an additional \$40 to James Turnbull for extra work;

that, and a bill to Gillis Bros, for mudsills of \$14, brought the cost of the Municipal Hall up to \$488.

Another motion gave instructions to the Board of Works to buy chairs and a table for the hall; and the last motion was one to pass a vote of thanks to Mrs. Boyd for her hospitality during the year, and while it is certain no motion was passed more heartily than this one, there is no record of any speeches being made nor of the one who presented it, but that hospitality was often spoken of and long remembered— a hospitality that none could escape.

When the Municipality of Richmond was formed conditions on these islands and for many years after, were such that gum boots were in high fashion and travelling by boat a necessity.

In consequence most of the councillors who met at those early council boards carried with them in their overcoat pocket a pair of slippers to change on arrival. While there was no evidence of an effort to appear dressed, there was no appearance of slovenliness.

As the writer still retains a fairly clear remembrance of these men who sat in the first council, a few remarks as to their appearance and characteristics may be interesting to some readers of this review.

Pen Pictures of Councillors

Hugh Boyd, warden, then about 38 years old, was six feet in height, of strong physique, alert in body and mind and jovial in company, quick at and fond of repartee and unsparing in retort when he thought it was needed.

Like his compeers at that board, his face was innocent of a razor and his whiskers were somewhat long, of a dark brown color, set off a face expressive of good health and vigor—a vigor when alone walking about or at light work often found expression in whistling. On a balmy April morning, in the spring of 1874, about ten o'clock when the land breeze had given way to the first motions of the sea breeze the writer was on the north side of Lulu Island nearly opposite the home of Hugh Boyd on Sea Island, when the sweet notes of "Annie Laurie," "Bonnie Doon," and other old-fashioned tunes, not all Scotch came floating across that narrow place in the North Arm in pleasing succession, reminiscent of County Down, where the writer first heard them and where without doubt the whistler learnt them, and where at that time ploughboys could whistle and milkmaids sing.

Walter Lee, at 54, the oldest at the board, was a stout bodied man, grizzly beard and distinctly bald, blue eyes under rather heavy eyebrows, but a face of a most genial expression, sociable and ready to take part in any conversation that was not too philosophic, fond of music and kind to animals.

Manoah Steves, at 52 years, still a vigorous man with hair and beard showing grey, a man somewhat reserved in conversation, but whose rather wide experience made his advice valuable in municipal matters, and whose hopefulness of Richmond was unbounded.

Next in seniority came J. G. Smith low in stature and light in build, with hair and beard rather scant and of reddish hue, slow and low in speech with a noticeable lisp, reserved in manner almost to shyness, but most sociable, fond of reading, and his was the only library on these islands so far as the writer knows, which had in it then, an encyclopedia (a Chambers). James Gowan Smith was a well-informed and useful citizen.

Of Robert Wood little more can be added to that already said, other than that his thoughts seemed to be more projected into the future and its possibilities than in concern about the present, in which everything seemed to go slow for his active mind and energies, and which no doubt led him to change to another field where his activities would find wider scope.

Alexander Kilgour was a man above medium size, but not quite as large as his partner, and less demonstrative in manner and speech, but quite as energetic in carrying out anything he undertook or was assigned to him in any public office. His hair and whiskers were a light brown, his face bore rather a sober expression, but not melancholy, and a quiet joke of his own or of someone else brought to his face a smile expressive of cheerfulness and good nature. He had one of the finest moulded heads the writer has ever seen, and if phrenology is true, it was the head of a philosopher and indicative of all those good qualities his neighbours knew he possessed.

He was very fond of poetry and when opportunity offered he would recite from some of his favorites with as much pleasure as his partner found in whistling.

On one occasion when he was milking the writer heard him repeat a part of Byron's "Waterloo" and it was evident he did not need the aid of an art critic to tell him that the last stanza of that piece, the summing up of the history of that great event, is the most perfect of its kind in our language.

James Miller, as already stated, was a Scotchman by birth, and had all the good characteristics of his countrymen of the South of Scotland, who were brought up as farmers in the middle of the last century in that country. He was a man of less than middle size, but very wiry, yet, as before stated, his health broke down, no doubt from the long and laborious days that most of the early settlers underwent. That his services in the council were appreciated is shown by the fact that he was re-elected to that body several times after the first election.

The youngest of that first council was W. J. Scratchley, a well-knit and active Englishman, jolly to meet and jolly to part with, with brown hair and whiskers. His eyes were brown also with brows above them resembling those of Shakespeare's as shown in that famous man's pictures we love to look at; was fond of a social glass and strongly inclined to linger over it when in genial company. He was chosen for councillor for

several times after the first election and was always a good member of the Board of Works.

Such were the men who formed the first council as they appeared at that time to the writer, men whose economic training was got in a moral atmosphere which inspired Carlyle and found expression in his short essay on "Work," men who instinctively realized that truth, before Kipling, for a time forgetting some of his superstitions, gave expression to it in this way—

"And what of art, whereto we press
In paint, in prose, in rhyme, While nature, in her nakedness,
Defeats us every time?"

The first council of Richmond had done its year's work, and the most material and visible evidence of this was the new Town Hall, yet unused.

Revelry at the Hall

The Warden saw in this an opportunity to give some material expression of his appreciation of the honor shown him by being elected as the first head of the Corporation of Richmond, so, supported by his good wife and encouraged by some kindred spirits, decided that to hansen the new hall by a social gathering would be the proper thing to do, so-

There was a sound of revelry by night,
And Richmond's capital had gathered then
Her beauty and her chivalry, and bright
The lamps shone o'er fair women and brave men.

But the number of the fair sex in the settlement at that time was very small, and to supply that lack a call was sent to New Westminster, which brought a hearty response from the numerous friends that Mr. and Mrs. Boyd had there.

So on the appointed evening Capt. Myers and his good steamboat "Adelaide" was called into service to bring down from and carry back to New Westminster a large contingent of both sexes to supply the shortage existing in Richmond for such an occasion.

There are very few living now in Richmond who were present at that party, but those who were there recall with pleasure some incidents that took place that evening. The writer has been told by Hugh Boyd's grand-nephews, Sam and Leslie Gilmore, of Lulu Island, who visited them when overseas, that Mr. and Mrs. Boyd were well and vigorous when they left there a few years ago. Their hair was white of course, and that Mr. Boyd still wears his whiskers as a sign of his manhood, but not quite as long as his pictures show them to have been when he was in Richmond. B. C.

The Second Election

The second election in Richmond, held by Samuel Miller as Returning Officer, resulted in three new councillors coming in—maybe it should be said, volunteering for service—for nobody was seeking the office of member of the council except from a sense of duty. There was no indemnity or remuneration for such service then, nor for many years after, but there was a general feeling that compensation would come, though to the individual such seemed remote and uncertain. As an example, when Hector McDonald, who had seen something of municipal government in Ontario before he came here, was asked to sign for incorporation, about which he seemed indifferent, but was encouraged to do so by being told that we should have the pleasure of spending our own taxes in building roads, etc., he said. "Oh, yes; I'll sign it, but I know it will set you all by the ears, and as for roads, you'll never see a road on Lulu Island." He was a poor prophet in respect to roads, for he remained on Lulu Island long enough to ride on his horse on a road—only a mud road, of course—to vote at an election, in which, perhaps, he saw that the latter part of his prophecy was beginning to materialize in a mild form, for contested elections had begun before he left.

The new councillors who came in for 1881 were John Ferguson, J. T. Errington and Thomas Kidd, to take the place of Robt. Wood, Alex Kilgour and Walter Lee. None of these new men had had any experience in municipal affairs, but the one year's experience of those who were re-elected made it easy for them.

At the first meeting of this year, Samuel Miller was re-appointed to the office of clerk, assessor and collector, and Mr. Normal Bole, barrister, as legal advisor.

These appointments and the routine work of appointing standing committees, was all that was done at the first meeting.

It is a matter for some regret that in the fire which destroyed the old Town Hall in the winter of 1912-13 the early assessment rolls also were destroyed and of which there are no duplicates, for it leaves us without a ready means of knowing what was the assessed value of the properties in Richmond at that time, and although the ledgers of those years show the amount of taxes collected, the fact that a "wild land tax" was a material part of the revenue it would be very difficult to separate the amount of that tax from the "real property tax" levied.

Of course the "wild land tax" was then, as it has been since, a very obnoxious tax to absentee owners and protests came in from many owners—most of them from Victoria.

The revenue collected for the year 1880 was under \$1200 (twelve hundred dollars), and the resolution passed at the end of 1881 to apportion to each Ward its share of the revenue is an index of the amount of revenue available for Ward purposes, viz.: For A Ward, \$350; B Ward, \$535, and C Ward, \$745, being a total of \$1630.

First Discussion of Roads

At the meeting of February 7th of that year a motion of which notice had been given, was moved by Councillors Kidd and Steves to ask the Lieutenant-Governor-in-Council to establish certain roads in the municipality by proclamation in the B. C. Gazette.

This motion aroused some opposition, both here and in Victoria, the latter causing some delay and partial defeat. The local protest was based on the argument that all these roads were not needed; but this did not prevail with the council against the argument that although the reservation in the grant from the crown to take back one- twentieth of the land so conveyed for road purposes, etc., would hold at any time, it would not prevent owners from putting improvements on the land which might be needed for roads before that need would arise and for which the municipality would have to pay.

But the protest made at Victoria was not so easily met, and the delay caused by it brought a protest from the council expressed by resolution. When the council got fuller information through the members of the Legislature for the district it was found that the principal objector was the late Sir H. P. P. Crease, then Judge Crease, an old English gentleman, but one who never showed much sympathy with the Canadian system of municipal government for rural districts.

His protest prevented what is now Road No. 20 from being established at that time which would have been Road 10 (ten), but the writer does not know why that part of what is now Road 18, from No. 3 Road west to one half mile west of No. 1 Road, was left out, and which if gazetted with the others, would have been No. 11 (eleven).

Of course Judge Crease owned a large tract of land on Lulu Island, and what is now Road 20 at its west end would have taken part of his land, as did No. 3 Road, but as he had arranged with S. Brighthouse for right of way from what is now the corner of No. 3 and 20 Roads to the river, he may have thought he had roads enough to serve his purpose.

The roads gazetted at that time were the roads known as Nos. 1, 2, 3, 4, 5, 6, 7, 8, and 9, on Lulu Island, and 12, 13 and 14 on Sea Island, and the reason they are known by these numbers is that they were applied for in that order by description given by the resolution of the council and the paragraphs in the proclamation, each one describing a road was so numbered, hence the number of the roads as they appear on the map.

The Lands and Works Department at Victoria learnt something from the contention that arose from the request of Richmond to have roads established by proclamation in the B.C. Gazette, for when application was made later by Richmond to have more roads thus established it was pointed out to the council that municipal corporations had power to establish roads by by-law. The writer may here whisper to the readers of this that the Council of Richmond knew this before they got the information from the government, but they knew also the cheapest, easiest and surest way was to get them established by proclamation as above described.

Many have wondered why there was such a regular system of roads established on Lulu Island running north and south and so few, until much later, running east and west; but this arose from the desire to encourage improvements of land lying back from the water courses, and, as in early days before the bridges across the river were built, everything was shipped by water, the need for such was not pressing. Another reason was that until dykes were built along the front it would have required road beds built close to the water courses raised high enough to prevent them being washed out by high tides.

When the bridges across the North Arm were built in 1889-90 dykes had been built along the water fronts, which safeguarded the roads, that then became necessary, from overflow.

The year 1881 was one of the preparation for work on roads rather than attempting to do much in this direction. Part of this preparatory work was the employment of Mr. George Turner, of New Westminster, to survey the lines for roads No. 1, 2, 3, 4, 5 and 9, on Lulu Island, and roads Nos. 12 and 13 on Sea Island.

This, with some work done at the north ends of Nos. 1 and 2 Roads, and a little on Sea Island, were all that was attempted. The usual and necessary work of holding an election for 1882 brought the work of the year to a close.

Reeve— Not Warden

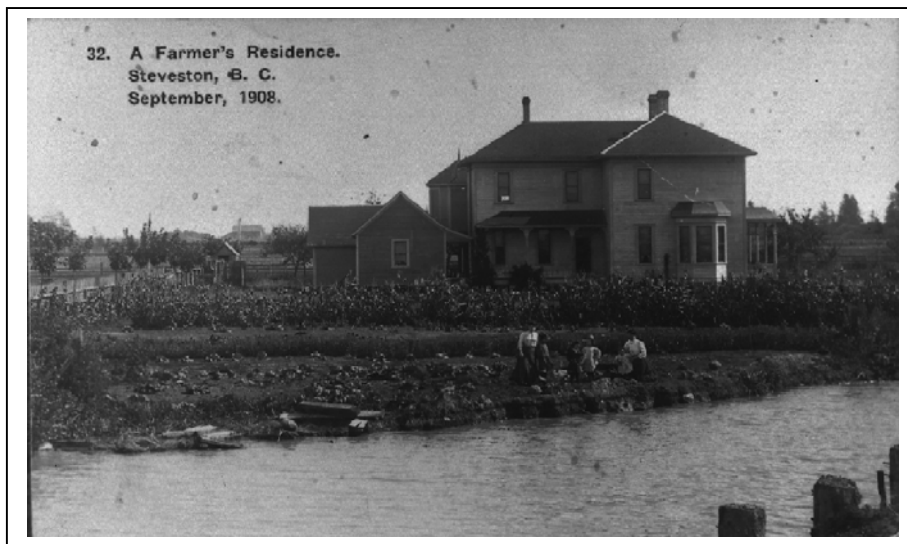
The Municipal Act of 1881 made several changes in the law of this province in respect to the government of township or district municipalities, and one of these was that the head of the council should be styled Reeve instead of Warden, and it should have been noted before that the minutes of the council of February, 1881, was signed by Hugh Boyd, Reeve.

But this was not the most important change made, for it provided that the council should consist of only five members. This led to some doubt and confusion later; doubt as to whether the provisions contained in the Letters Patent were changed by authority of the Act, or not, and legal opinion differed on this point. However, with some misgivings, Richmond followed the Act, as did most of the other municipalities, and elected a Council as follows: Hugh Boyd, Reeve and Councillors J. G. Smith, Thomas Kidd, David Reid and Angus Fraser, the last two coming in for the first time. Both these men have already been mentioned as having bought land in the municipality, the former on the south side of Lulu Island and the latter on Sea Island. It may be here said of Angus that he had been running the business of logging for a number of years in the province before he became an owner of land in Richmond, and was still operating on the south side of what is South Vancouver and Point Grey. But he did not confine his energies within the limits of these undertakings, for he was a partner in the company which started the Richmond Cannery, in 1882, now owned by Messrs. Todd & Sons, Victoria, and to which was granted one of the first trade licenses in Richmond, the other being to M. M. English, on the South Arm, who built the Phoenix Cannery in the same year.

New Settlers

The years 1880 and 1881 brought some new settlers in, among these being G. Gerard and London Bros., on the South Arm and Wm. Nicol on Sea Island. The former had located on the section next east of No. 1 Road and had made some improvements before M. M. English saw in that place a good location for a cannery. To get this he bought the land next adjoining it to the east from Thos. McNeely and made exchange of properties with Gerard. Although Gerard's name is forgotten except by a few of those who were here before 1900, he is still remembered by some of the older settlers as an energetic and useful citizen. About the year 1888 he sold to Messrs. Todd & Sons the land on which they built the Beaver Cannery and which was first operated in 1889.

When E. Gerard got his farm improved, he rented it out for several years and went to live in Quebec, his native province, but when land got to be a good price he sold out the remainder of his property and did not return to live in B. C.



The London House in 1908

Located at the south end of No. 2 Road, this house is one of the oldest buildings standing in Richmond today.

The dyke canal is in the foreground.

City of Richmond Archives photograph 1984 17 74

The London Bros., also bought from Thos. McNeely and began improvements in 1881, and when No. 2 Road ditch was completed through the island in 1883, their dyke and that of Gerard were joined so that the flood box at that end of the road could be put in and so prevent the tide water from running into the interior of the island, a condition which was required in all cases.

The location of Wm. Nicol on Sea Island added another energetic settler to the population of Richmond. Notwithstanding the great difficulties that had to be overcome—that of dyking, draining and clearing—the islands in those years made considerable progress, and although the revenue was very small the amount of work that was done showed the frugality of the council.

As an example of this, the minutes disclose the fact that the official work of the council was done at a very low cost, as the amount of \$5 was paid for auditing the accounts of 1881, and the Returning Officer was paid \$10 for his services.

First School Trustees

It should be noted here that on Feb. 6th, J. W. Sexsmith, on behalf of the trustees of the North Arm School District, applied for the use of the Town Hall for school purposes and which was granted for a rental of \$5 per month. This North Arm School District was organized in 1877 and among its early trustees were Geo. Garripie, Fitzgerald McCleery, A. Kilgour, J. W. Sexsmith and others in rotation. That school had been held in the small church on the north side of the river and among those who taught there was Miss Sexsmith. At the time the school was moved to the Richmond Town Hall, the trustees were J. McCleery L. Thornber and Hugh Boyd, and the school children in the district were 14 boys and 12 girls, with Miss Sweet as teacher. Some of these children were from the north side of the river, and, indeed, the few children on that side of the settlement were depending on Richmond for school facilities for many years after this, for when the school on Sea Island was built in 1890 that condition still existed, and continued to do so for several years.

The history of the development of the school system in Richmond will be noted from time to time, as that in itself is an index to the growth of the settlement.

To return to the work of the council for the year 1882, outside of the routine work of passing bylaws, etc., all the work that could be undertaken within the limits of the revenue was taken up, which was digging of road ditches along the lines of roads where most needed. To show how they recognized the importance of such work the minutes disclose the fact that at the end of 1881, the municipal grounds were undyked and unfenced, and it was not until 1883, that a small landing and sidewalk were built from the river to the hall, and this work was pressed far more on account of and for the convenience of the school children than for the members of the council, who were somewhat indifferent about such conveniences, as most of them still wore gum boots and traveled by row boat.

First Steamboat Service

Two rather important things happened for Richmond in 1882—one was the beginning of the small steamboat service started by J. W. Sexsmith, and the building of a wharf at the

Phoenix Cannery by M. M. English. This wharf was the first one on the South Arm where a steamboat could land, and, through that neighborly and generous spirit characteristic of its owner, was a great convenience to the settlement; and at the Phoenix Cannery was established a temporary post office, the first on the south side of Lulu Island, which after a few years was moved to London's. The steamboat service established by J. W. Sexsmith, primitive and small as the boat Alice was, met a need that was indeed pressing in respect to light freight, passenger travel, and the carrying of mail, for it was a long pull in a row boat to go to New Westminster, especially in the summer time when the freshet controlled the river.

The settlers on the South Arm were under similar conditions for several years, and even after a post office was established at Ladner, it meant a long pull and sometimes a rough trip to get mail. It was many years after this before the South Arm had a daily boat such as was running on the North Arm.

At the meeting held on Dec. 4th, a resolution was passed, the preamble of which set forth the fact that no government expenditure had been made in this area, either before or since it was formed into a municipality, therefore the clerk be and is hereby instructed to write to the members of the Legislature for this district to ask the Government to grant an appropriation to build a road across Lulu Island to afford facility for carrying mail which would admit of the North Arm mail being delivered at a less cost, and further that the Reeve be authorized to interview the said members for the above purpose.

Another resolution was passed for steps to be taken to have the Letters Patent be cancelled so that all doubt may be removed arising from the difference between the provisions therein and the Municipal Act.

This, with the appointment of the clerk as Returning Officer, and other routine matters, closed the work of the council for 1882.

The election of 1883 brought in Hugh Boyd for Reeve and Councillors J. T. Errington, Duncan McDonald, J. G. Smith, Thos. Kidd and Geo. Wilkins. The latter a new settler who had bought a part of the John Green section about 1881.

The new council followed the policy of spending as much of the revenue as possible on digging ditches along the road allowances, as that was the most pressing need.

Brighthouse Joins Council

After the session of the Legislature rose in the spring of this year the council became convinced that they should follow the provisions of the Letters Patent and should take steps to have new ones issued. In consequence they proceeded to add two more councillors to the number elected at the beginning of the year. These were Sam Brighthouse and Wm. London, bringing the council up to eight, including the Reeve. Thus

Sam Brighthouse got some municipal experience before his entry into the council of Vancouver City two years later.

Many petitions were coming in asking for the construction of road ditches from new residents, with a view to getting drainage for their land, but the council learnt very early that general revenue could not be spent for the express purpose of drainage, and indeed were careful when any drains or culverts were put in by owners of land to connect with the road ditches. They were put in by permission of the council, with the reservation that such permission might be cancelled.

Chinamen on Trunk Road

As the revenue this year was augmented by a grant of one thousand dollars from the Provincial Government the work on No. 2 Road, then known as the trunk road, was prosecuted with as much haste as possible and which led to the letting of a contract to Chinamen on the 5th of November of that year to complete the ditch on the south end thereof.

This was done under some protest by some members of the council, and, indeed, with some regret by all, but a good deal of public opinion was in favor of getting the work done as cheaply as possible. This was the first Chinese labor employed, for up to that time all the work had been done by white men, most of whom were already owners of land and working to get a start thereon, and others earning money to become owners, nearly all of whom became permanent settlers and prosperous citizens.

To show how fearful the Provincial Government were of trusting to the "prentice hands" of municipal councils, the payment of money granted, such were paid out on vouchers certified by the Council for work done.

As already stated, the year 1883 saw No. 2 Road—a clay road of course—across Lulu Island and was raised high enough to save one from having to wade through water to get across the island, but it was fully two years later before work on No. 9 Road, running east from there, was sufficiently carried out to let the settlers in the vicinity of what is now known as Woodward's, use that cross road.

At the election of 1884, the following council were elected: Hugh Boyd, Reeve, and Councillors David Reid, Thos. Kidd, Duncan McDonald, Win. McMyn. A. H. Daniels, W. H. Rowling and Wm. London, names that have already been mentioned.

At the first meeting, the usual routine work was done, amongst which was the appointing of O. D. Sweet to audit accounts of 1883; the re-appointing of Mr. Corbould, barrister, of New Westminster, as legal adviser at a retainer of \$20 for the year, also the appointment of fence viewers, etc. At the second meeting they had to consider the tender of resignation of Samuel Miller from the clerkship, which they accepted with regret,

expressed by resolution, at his withdrawal from the position he had occupied with satisfaction to the council.

Pioneer Clerk Praised

The writer cannot let this opportunity pass without recording his respectful remembrance of Samuel Miller, and to say that he was, like his brother James, already spoken of, a man of active temperament whose energy led him to overtax the physical power contained in his rather slight frame. He had settled on land lying on the flat land on the north side of the North Arm, which is now a part of Burnaby, and had made rapid progress in improving it. But overwork and the rough manner in living imposed by a pioneer life no doubt was the cause of his early death on Dec. 29th, 1884, at less than 40 years of age.

Aimed at Chinese

On the resignation of Samuel Miller, Mr. O. D. Sweet was appointed to take his place as clerk, assessor and collector at a salary of \$175 for the year.

On May 5th of this year, a motion of Councillors Rowling and Daniels, broke the monotony of routine work on bylaws, etc., and this was to prohibit the letting of contracts or the employment of Chinese to do any work for the municipality.

This motion was defeated, not because the other members were not in sympathy with the proposal, but they did not wish to bind the council in such an unconditional manner as this motion would have done.

The defeat of his motion led to the tender of his resignation by Councillor Rowling, which, of course, was not accepted, but by absenting himself from the council his seat became vacant.

But this question of Chinese labour was not settled then, for at the meeting of October 6th, a resolution was passed providing that no more contracts be let to Chinamen, or anyone employing them, unless it could be shown that white men could not be obtained to do the work for a price that would not exceed twenty-five per cent of the lowest tender from Chinamen.

At the meeting of September 1st, because of the absence of Reeve Boyd from the meetings beyond the limit fixed by the Municipal Act, his seat was declared vacant, and the council by resolution appointed Councillor Kidd, to take his place, and also elected A. Kilgour to take the place of W. H. Rowlings and Hector McDonald to take the place of Thomas Kidd.

At the meeting of December 1st, application from Mr. Paine, a partner of or manager for E. A. Sharpe, for permission to build a small wharf at the south end of No. 2 Road, was

submitted, which, of course, was not granted, but this is noted to show the growing need for and the advance of shipping facilities on the river at the time. Although Mr. English, as before noted, was very generous in respect to the use of his wharf, there being no road leading to it, his generosity could not be taken much advantage of, except by passengers and for light freight that could be handled by row boat.

With the ordinary routine matters the work of the council of 1884 was brought to an end.

The council elected for the year 1885 was: Hugh Boyd, Reeve; W. H. London, David Reid, Hector McDonald, A. H. Daniels, W. R. McMyn, Alex. Kilgour and John Brock.

John Brock was the new councillor this time. He had been in the North Arm settlement for some years before he bought his farm on Sea Island, which was sold to him by Crawford Magee about 1883.

This election shows that the provisions of the Letters Patent were being followed, and the writer may note here that the council was following the advice given in 1882 by Mr. McColl, barrister, who had joined Mr. Corbould in New Westminster as partner, and later became Chief Justice of this Province.

At the first meeting of the year, O. D. Sweet was re-appointed clerk, assessor and collector.

On March 2nd, a resolution was passed asking the Lieutenant-Governor to accept the surrender of the first Letters Patent and issue new ones, the latter to provide that the council should consist of a Reeve and five Councillors, so as to correspond with the provisions of the Municipal Act, and asking further that the boundaries be changed so as to include all the islands in the North Arm, also all the islands in the South Arm not included in the Delta Municipality, and not to include that portion of the east end of Lulu Island which was ceded to New Westminster. In these years, New Westminster was inspired by the hope that she was to become one of the terminals of the C.P.R. and, because of her fresh water harbor and frontage thereon, would be the manufacturing centre of the coast. To be prepared for this, and in view of the narrow margin of flat land along the river on their own frontage she sought the eastern point of Lulu Island to enlarge the acreage fit for manufacturing sites, and Richmond not considering it of much value to her in the near future, consented to the change.

The election under the new Letters Patent resulted as follows: Hugh Boyd, Reeve, and W. R. McMyn, W. H. London, Hector McDonald, A. H. Daniels and Alex Kilgour, councillors. There was not yet enough ambition aroused in many to seek the honor of becoming a member of the council, hence there was no balloting needed up to this time.

O. D. Sweet was re-appointed clerk, assessor and collector, with instructions to include the new territory taken in on the assessment roll, which up to that time had been under the Provincial Government and was very lightly taxed, some escaping taxation altogether.

By a change made in the Municipal Act of the session of the legislature of that year, it was provided that municipal by-laws had to be published in the B. C. Gazette, which was objected to because of the cost, which in view of the small revenue was a matter of some importance, but as the government would not allow them to be printed free the cost had to be borne.

The council did not fail to keep pressing the government for assistance to build roads, ditches, and for other improvements. Contracts were let at the June meeting of this year for the digging of ditches on No. 9 Road from No. 2 Road eastward, and Sea Island saw she was not being neglected.

The council was still anxious that as much of the work done on the roads should be done as far as possible by white men. A resolution was passed that all contracts let to white men should contain a clause that they should not re-let work to Chinamen or employ Chinese thereon.

To show the cost at which the work was done, contracts were let for ditches ten feet wide on top, four ft. wide at bottom and four feet deep for \$8.50 per chain, and ditches eight ft. wide on top and 2 ft. wide on bottom and 4 ft. deep for \$7.60 per chain.

During the latter part of this year work was pressed forward as rapidly as possible and the government as urgently pressed to help to pay for it.

Work and Materials Cheap

In addition to asking for help to pay for ditches on Nos. 5 and 9 Roads, from No. 2 Road to Woodward's, the council pressed for the building of a wharf at the south end of No. 2 Road (now London's) with the result that on Sept. 19th the council was informed that Messrs. Wood, Turner & Gamble were to be instructed to prepare plans and specifications for such a wharf, said wharf to be 60 ft. long, 40 ft. wide and to extend out into the river to give a depth of ten feet of water at low tide, and to call for tenders for same. In response to this call for tenders, Messrs. Gilley & Mooney, of New Westminster, submitted an offer to do the work of building the wharf for \$1054 according to specifications, with an additional charge of \$5 per pile for any such required not shown on plan. This being the lowest tender, was provisionally accepted by the council and sent to the Government for approval. This was quickly given and also authority to let the work.

The minutes of the meeting held on Jan. 2nd, 1886, show that the wharf had been completed and inspected by the Reeve and Mr. John Sprott, the latter on behalf of the Government, who reported it as being built according to contract, etc., for which payment by government followed in due course.

On tenders being called for the building of small bridges over the sloughs, which Nos. 9 and 5 Roads cross, that of Messrs. Gilley & Mooney was accepted—three bridges being built for \$476.

This is an index to how cheap both work and material were in those days, and the fact that two of these bridges had to be built with spans long enough and high enough for scows to pass under, made them still more costly than they would be now, since the sloughs are closed except for drainage.

The building of the wharf at the south end of No. 2 Road was, up to that time, one of the most important improvements made for the convenience of settlers. As already noted, the first wharf to be built on the south side of Lulu Island was that built by English & Co., at the Phoenix Cannery, but as no road led to it, and it was built for the use of the cannery only, it was of little use to the public. With the wharf at London's completed, the Victoria boats could land with or for freight, and carry the mail to and from a post office, which was soon established there under the name of "Lulu Island Post Office," but which was changed in 1894 to that of London Post Office.

The work that was being done in Richmond began to bear fruit in inducing some of the owners, especially those living in Victoria, to do something with their holdings, either to sell or move on to their land.

Among the latter was Mr. Thos. D. Lindsay, who had bought about 1873 and came to Lulu Island in 1885, to improve and reside on his property. He proceeded to put up buildings opposite those of E. A. Sharpe, now owned by Jas. A. McKinney, which are still standing.

Telephones Suggested

To the last meeting of the council of 1885 a petition was submitted from "Lindsay, Sharpe & Paine Combination Telephone Co., Ltd.," for permission to erect and maintain a telephone line from their respective properties along No. 2 Road to the newly-built wharf at its south end. The minutes do not disclose what was done with the petition, but the petition being presented shows that there were some of our early settlers awake to the benefits of a telephone system, which was being rapidly utilized all over the world.

But Richmond had to wait for some years after this before her people had the benefit of a telephone system.

It had become usual for the electors of Ward C—the south side of Lulu Island—to hold a Ward meeting before nomination day, to find out who would stand for councillor for the Ward for the coming year.

Although some improvement had been made by drainage it was still a heavy and unpleasant trip to get across Lulu Island to the Town Hall. The older men were quite willing that the younger ones should make themselves acquainted with municipal affairs, as no questions had arisen to create much difference of opinion.

A Humorous Election

Such a meeting was held at the house of Walter Lee to arrange for the council of 1886. In the latter part of 1885 it was reported that Hugh Boyd was not going to stand again for the reeveship, and so when Wm. H. London and H. M. Tiffin had consented to stand for councillors the question of the reeveship came up for discussion. David Reid, who had served in the council and was fairly well acquainted with the settlers on the North Arm before incorporation, suggested in somewhat of a bantering way, that the meeting should nominate someone for the reeveship. No one took it seriously, of course, but Michael Clarke, who rather enjoyed Reid's bantering mood, said he would sign a nomination paper as nominee for the reeveship not thinking but that someone else would be nominated and that he could withdraw before a poll was held. So David Reid attended nomination armed with nomination papers signed by Wm. H. London and H. M. Tiffin, for councillors, and Michael Clarke for reeve.

The electors of Sea Island and the north side of Lulu Island generally turned out fairly well on nomination day, as most of them came by row boat, which was easy enough. These were very much concerned about the reeveship, as Hugh Boyd still refused to stand.

Few at that meeting knew Michael Clarke or had heard of him, but there was the nomination paper in, and D. Reid rather enjoyed the situation. Hugh Boyd could not be persuaded to stand, although he felt amazed that one so little known should be elected to follow him. So when the returning officer announced that the time for nominations was closed, he declared Michael Clarke elected reeve; Alex Kilgour, councillor for Ward A; A. H. Daniels and Joseph Quigley, councillors for Ward B, and Wm. H. London and H. M. Tiffin, councillors for Ward C.

There were no telephones in those days, so Reid had to walk or row about two miles the next morning to tell the new reeve of his election. The latter still thought it was a joke of Reid's but when he found out he was really elected he did not see anything funny about it. He came to the writer in rather a furious mood, but after a little discussion on the matter he became reconciled to the situation and as will be seen, took his seat as reeve for 1886, and as such is entitled to a short sketch here.

Michael Clarke, Reeve

Michael Clarke came across the continent to Cariboo in 1862 from Ontario, his native place, where he had learned the carpenter trade. He was not successful in mining, was

around the mouth of Quesnel a good deal, where he worked at his trade or anything else he found to do. He knew many of the early pioneers of British Columbia and could tell some very interesting stories about the men of the early days —stories that did not appear in print. Later he came down to New Westminster, where he worked at his trade or anything else—a good deal around sawmills, among such work being the making of salmon boxes. He was by nature very sociable and as the liquor saloon was the easiest place to find companionship he was led into periodical excesses in the use of intoxicants. In the spring of 1881 he went to work for Kidd & Lee on Lulu Island to help to enlarge their first cabin. This removed him from town temptations. In this new settlement he found congenial work and in 1882 he worked with Thos. Kidd in building a barn and house. After this he found plenty of work to do, among which was helping Nathan Woodward to build fishing skiffs. About 1884 he bought six acres of land from Hector McDonald on No. 5 Road and built a cabin and shop thereon and made other improvements and here he made his home until about 1888 when he sold out and moved back to New Westminster, where he lived until he died about New Years, 1891, at the age of 53.

Michael Clarke was a man of medium size with dark brown hair and whiskers, but when elected reeve was distinctly bald and his beard turning grey. He had regular features with good expression and every time the writer caught a side view of his head when uncovered, he was reminded of a picture he had seen in some magazine of Dean Swift, though with less prominent eyebrows. And who knows but that with better opportunities for a literary education he might have figured in a higher plane among his fellowmen. As it was he had read widely and could uphold his side in a controversy with considerable ingenuity and of argument. As a neighbour he was obliging and friendly and his honesty was beyond question.

Tribute to Hugh Boyd

On Monday, January, 1886, the council of Richmond, composed of the above named members, met at the Town Hall and began the business of that year. O. D. Sweet was re-appointed clerk, assessor and collector at a salary of \$200 for the year; also fence-viewers and other officers were appointed.

A resolution, moved by Councillor Daniels and London, was passed as follows:

Whereas the retirement of our esteemed fellow labourer, Mr. Hugh Boyd, from the office of Reeve presents a suitable opportunity for expressing the esteem in which we hold him as a faithful and courteous public servant.

Therefore be it resolved:

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

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

3. That the clerk be instructed to transmit to him a copy of this resolution adopted by this Council on this occasion.

At the meeting held on February 6th a resolution, moved by Councillors Kilgour and Daniels, to raise by way of loan the sum of \$18,000 for construction of roads and bridges and otherwise improving facilities for dyking, draining and travelling in the municipality. Councillor Quigley was absent. Councillors London and Tiffin voting against, but the reeve's vote in favour carried it.

The writer should note here that the people of Richmond began to realize that there was a city beginning to be built upon Burrard Inlet and it was time some preparations were made to find easy communication with such. The settlers of the North Arm settlement were becoming hopeful and sanguine of this and the above resolution was the first expression of that hope and feeling. While the settlers on the south side of Lulu Island, though equally hopeful, did not see the immediate need of action in this direction, and the councillors from that ward voted against the motion because they knew that if bridges were to be built to them it would require more than was named in that resolution, and further that as the great tract of land ceded to the C.P.R. from False Creek to within a short distance of the North Arm and still without a road through it, would call forth help, in a short time, either from the Provincial Government or the C.P.R. At this same meeting the Council passed a resolution to call a public meeting to discuss the question of borrowing money to be held on 26th of February.

Borrowing Suggested

That meeting was held and a resolution passed in favour of borrowing money, a copy of which was to be sent to the Provincial Government by the Clerk of the Council and a copy of a resolution of the Council instructing the clerk to urge upon the Government the propriety of placing at least the sum of \$20,000 in the estimates of expenditure for the year.

As it will be shown later on the Provincial Government did not think the time had yet arrived to give help towards building bridges to connect Richmond with the mainland but it is equally evident that the increasing need of bridges was recognized and that the work would have to be undertaken in the near future. A proof of this recognition was given by a communication from Mr. Gore, Surveyor General of the Province, read at the Council meeting of July 3rd, stating that Mr. George Turner of New Westminster would be instructed to make a survey of the several proposed locations of the bridges, for it may be noted that the present location of the bridges was not the only one proposed.

The Loan Bylaw which was based on the resolution of the Council of February 6th, was kept alive by being laid over from time to time and as will be seen was not submitted to a vote of the electors till the following year.

The fire which destroyed the embryo city of Vancouver on the 13th of June of that year brought an expression of sorrow from Richmond and by a vote of the Council the sum of \$100 was given to help the sufferers.

One of the most prominent residents of Lulu Island, Mr. James Thompson, was amongst the first to recognize the importance of the Mutual Fire Insurance Company, and became a member and has remained so since, sitting as a member of the executive.

During this year, petitions for the construction of road ditches to be dug poured into the council, all of which could not be granted but the councils of those early days were making the limited revenue go as far as possible in this work. Many of the petitioners were not so very much concerned about getting roads as they were to get outlets for the drainage of their land, which incidentally came to them by the construction of these road ditches, and the non-resident owners were amongst the most eager for this work to be carried on, while the resident owners, who were, almost without exception, located on the watercourses and had established drainage for themselves to a large extent, found the additional drainage from the road ditches very helpful and led to all being eager to have such work done. But the municipal atmosphere of Richmond was charged with the desire to have bridges built to connect with Vancouver which was rising again from its ashes and while the Provincial Government, was still apparently apathetic, yet there were good reasons to believe that when the proper time came, government assistance would be given for the work.

In fact, Richmond was not suffering much yet from the absence of such bridges for New Westminster's needs, enlarged by the growth of Port Moody, gave them a good market and the little river boat "Alice" run daily by Capt. Stewart, gave them fair transportation and carried their mail to and from the North Arm and Sea Island post offices. Up to this time the road built in 1875, now Fraser avenue, had not been much used nor was the road leading up to it from the North Arm settlement in good condition, but the growth of Vancouver led to their being repaired and were of considerable value until the bridges and the road, now Granville Street, were built. The construction of the wharf at London's on the South Arm, gave the people on that side opportunity to ship by the Victoria and other river boats and saved them the hard pull up to New Westminster or the longer one to Gastown in skiffs. Thus the difficulties under which the pioneer settlers of these islands labored were being lessened and Hope pointing to the future made them almost forgotten.

The election for the council of 1887 resulted as follows, viz.: J. W. Sexsmith, reeve, and Wm. Nicol for Ward A, Joseph Quigley and Alex Kilgour for Ward B, and Thos. D. Lindsay and Dan Woodward for Ward C.

Alex. Kilgour was asked to serve for Ward B, although he was neither a resident nor owner in that ward, but because he had a long experience as member of the council and was pressing strongly for the building of the bridges, and nothing had arisen yet to lead to a ballot being taken for the election of a member of the council.

Question of Bridges

During the year 1886, a provincial election took place which resulted in the election of Hon. James Robson, Wm. H. Ladner and James Orr to represent New Westminster District. During the election campaign a meeting was held at Richmond Town Hall and at that meeting the most important thing in the minds of the electors of Richmond was the building of the North Arm bridges. Of course, all the candidates, if elected, were willing to support the plea of the people of Richmond for liberal aid from the Provincial Government for the carrying out of that work, but the writer remembers the caution of the Hon. Jas. Robson, who was then a member of the Government, about making any definite promise as to the amount the Government would contribute towards that work and, as will be shown later on, he still adhered to that cautious and, as the people of Richmond thought, illiberal policy towards that important undertaking.

The destruction of the young city of Vancouver on the 13th of June of this year lessened to some extent the pressure for immediate action, not so much on the part of the people of Richmond, but the effect it had on the action of the City of Vancouver and that of the C.P.R. in respect to the work they had promised to do to complete the connection between Richmond and Vancouver. These were, on the part of the city, the construction of a bridge across False Creek, and on the part of the C.P.R., the opening up of the road (now Granville Street road) through the tract of land ceded to them by the Provincial Government.

When the council was elected in Richmond in 1887, there was a feeling of uncertainty in respect to the minds of the electors towards a proposal which the council of the previous year had introduced and laid over from time to time without submitting it to the electors. Before parting, for the present, with this most important matter before the people of Richmond at that time, it may be well to say here that a public meeting was held in the Town Hall in the fall of that year to discuss and to consider all the information then in the hands of the council relating thereto— as to the estimated cost of the bridges and the probable amount of support that could be got from the Government, etc. There was great difference of opinion expressed as to what the bridges would cost, ranging from a very low estimate, as expressed by the Reeve, W. J. Sexsmith, on the one hand, and on the other, by Thomas Kidd, who placed the cost of such bridges at about the amount of tender for which the work was eventually let.

Gum Boots Only

And at that meeting the latter speaker tried to show that the voters on the south side of Lulu Island were not opposed to the building of the proposed bridges if other sums of money were provided for in the bylaw to build roads and other necessary works which the construction of the bridges would entail. When this public meeting adjourned a number of the electors of Sea Island and the north side of Lulu Island, with whom he had served in council, approached Thos. Kidd to discuss the whole matter with him, and after the presentation of his views to them, they asked him to stand for Reeve for the coming year and try to carry out the works under discussion. This he promised to do, which settled the question of a loan bylaw for that year.

The great objection which voters living on the south side of Lulu Island had to taking the position of reeve was the difficulty of getting across the island to the Town Hall, a trip that had yet to be made on foot and for most of the year in gum boots. And as the reeve very often had to meet the clerk in respect to work that had to be done between council meetings, it was much easier for those living in the North Arm settlement to fulfill the duties of that office. There was nothing, however, happened to lessen the pressure of the council, expressed by resolutions, in asking the Government for additional grants of money above the \$1000 of yearly grant.

Before passing on to the election and work of the council of 1888 it may be well to note here something of the changes in and the growth of the settlement other than those directly interwoven with the work of the council.

First Churches

One of these was the building of the Presbyterian Church on Sea Island in 1886, a work which in itself was an evidence of the increase of the population, the more especially as up to that time the small church on the mainland side opposite the east end of Sea Island, built about 1870, as a community or union church, was still available and was used, especially by the Methodists until the Methodist Church on Lulu Island was built in 1891. It should be noted here as a part of the early history of this settlement that the spiritual needs of the people were met by the early pioneer ministers—Presbyterians being Reverends Robt. Jamieson, T. G. Thompson and Alex. Dunn, and the Methodists, Thos. Derrick, J. Thompson, James Turner and Mr. Bryant. And some of these men, before the above-named union church was built, held services in the old McRoberts house, known as "The Cathedral," and travelled by canoe or light skiff from New Westminster on their circuit which included Gastown. Rev. Mr. Bryant held the first service in that Union Church and Rev. Mr. Thompson, who was then the Presbyterian minister for the new city of Vancouver as well as the North Arm, opened the new church on Sea Island, in 1886, of which Messrs. Hugh Boyd, Duncan McDonald and F. McCleery, were the elders.

Protest to Bishop Sillitoe

Shortly after Bishop Sillitoe's arrival in this Province, about 1880, he came down to the North Arm settlement to hold services in this small Union Church and at the first of these services a rather unpleasant occurrence took place. The congregation was made up largely of Methodists and Presbyterians for there were but few Anglicans in the settlement, and, as was their custom, no matter what denomination the clergyman belonged to, each sect took the postures, during prayer, to which they were accustomed in their own churches. These postures, especially that of the Methodists, who knelt with their backs to the pulpit, displeased his lordship very much, who diverged from his service to express his displeasure, which was done in a very caustic manner, and, as some expressed it, "not in a Christian spirit." One of the leading Methodists of the settlement rose and said that most of the people present came to hear the Gospel of Christ preached and hoped they would not be disappointed. The few Anglicans who were there, not being high Churchmen, wrote a letter of protest to the Bishop, which did not temper his severity and to which he referred at his next visit as being an effort to charge him with Papistry.

At his following visits to this settlement, which were few, his hearers were less than at his first service, for the Presbyterians were the descendants of forefathers who had withstood the onslaught of the sword-proud Royalist Claverhouse, or of those across the Irish Sea, who could neither be persuaded by the eloquence nor subdued by the persecution of Bishop Jeremy Taylor. Nor did his severe remarks lead the Methodists to modify those simple forms of worship which their forefathers had adopted instead of the rituals of the Anglican Church.

In 1885, Rev. Jas. A. Wood, Methodist, visited the south side of Lulu Island settlement and by the middle of 1887, had succeeded in getting a small church built at London's, which, like the first church building on the North Arm, was used as a union church. The South Arm settlers, however, were yet few and scattered and the attendance at that church was never large.

By this time, many things had contributed to bring about a condition which prevented a recurrence of that which happened, in the early years of the settlement, on more than one occasion, namely, losing the run of the days of the week. The whistle of the boat running between Victoria and New Westminster, which was twice a week in the summer and once a week in the winter, was the only aid the settlers had for the greater part of the year to escape this, and when this was missing, as it was in the winters when the ice in the river prevented the boat from getting up to Westminster, they were as badly off as Robinson Crusoe on his island in respect to a record of time.

American School Trustee

By 1887 the addition of families on the south side of Lulu Island had brought in enough children of school age to lead to a movement to get a school started there. So in the early part of that year application, by petition, was made to the Minister of Education to have a

school district created, which was granted. In consequence a meeting of the residents was held in the house of E. A. Sharpe on the 20th June, 1887, to elect trustees and determine about the building of a schoolhouse, etc. The meeting elected Thos. D. Lindsay, M. M. English and Thos. Kidd as trustees. Although M. M. English was an American citizen there was nothing in the School Act at that time to prevent an alien from serving in that capacity. But about ten years later, both our School Act and Municipal Act were changed to follow as strict lines as that prevailing in the United States in respect to these matters of citizenship.

Not only was M. M. English a member of the School Board but the school district was named "English" in his honor, and the writer would note here that the geniality of M. M. English was very attractive, and no less appreciated were the similar characteristics of his wife whose visits to her neighbours helped those of her own sex to forget their isolation and find compensation in that new settlement as compared with that of city life.



Steveston School, c. 1904

This two-room school was the second building on the Steveston School site. The original school which was built in 1897 can be seen in the background. Pupils in grades 1 to 8 were taught by Miss Alice Blake, Miss Sweeney, Mr. A. Vanalstine and Miss Pheobe O. Sharpe.
City of Richmond Archives Photograph 1978 26 2

The First School

The English District School was started after the summer holidays in 1887, in the small church building at London's with Mr. D. Robertson as teacher, an old Ontario teacher who had come to Westham Island to live. This continued until the school house for the district was built the following year at the corner of Nos. 2 and 9 roads. But the increase of the children, in the early nineties in the eastern part of the district was such that a demand arose for a school to be established there, and in consequence the English District was divided, the eastern part retaining the old name and the western part was named Steveston District. The trustees elected for the latter were W. P. Percy, W. H. Steves, and J. McKinney and for the former Thos. Kidd, J. Whiteside and D. Woodward. The English District had its new school house built in 1893 and Steveston District used the old school house until 1897, when a new school was built in Steveston, township.

The school population on Sea Island had increased so rapidly that the island was created a school district in 1889 and a school house was built under the guidance of Capt. W. F. Stewart, Wm. Nicol and D. McDonald, as trustees in 1890, and the school opened in that year.

The increase of children in the west end, now the North Arm School District, which was still using the Town Hall for school purposes, led for a demand for the school to be moved further west. This resulted in this district having a new school house built in 1891 on No. 2 Road and the district named Lulu School District. This school house is still in use and accommodates the younger children of that district.

"The Best-Remembered"

By the building of this school house and the new Methodist church in the same year near the Town Hall, it left the latter free from being used for school or religious purposes, which, although never creating much inconvenience, left it much better for the purpose for which it was built. As a general rule the school houses were used for religious and other public gatherings. This was the case in respect to English School, in particular, where the Presbyterian ministers of Sea Island church held services, amongst whom, and probably the best remembered, was Revd., later Dr. Logan, D.D., of Westminster Hall, Vancouver. When Rev. Mr. Burton was put in charge of the Presbyterians on the south side of Lulu Island he held services in English School House until through his persistent efforts he succeeded in getting the church built at the corner of No. 3 and No. 9 roads. With the growth of Steveston came also the building of churches and stores. An Anglican Church was built under the care of the late Rev. J. M. Donaldson and a Methodist church which was and still is under the care of the Methodist minister at the North Arm, also a Roman Catholic church built a little later.

The other schools in Richmond not named above, have been built since the whole school system of the municipality has been put under one body of trustees.

All these school districts were each under the management of a board of trustees of its own until after the great change brought about by the provisions of the School Act passed in 1906, by which they were all merged and put under the management of a Municipal School Board elected by the whole of the electors of the municipality, and by which the municipality is made responsible for half the cost of maintenance.

Of the material evidence of progress and prosperity, between the years 1868 and 1888 was very marked, that in the improvement of the residences of the people especially in the latter decade. The first cabins and small houses were substituted by these being enlarged or new ones being built.

Of the latter, the new house built by J. G. Errington in 1888 was a fine example and some of the men who came in after the municipality was formed such as John Vermilyea, who bought in 1885 the greater part of the large tract of land owned by Smith & Robson, built a large and commodious building at first.

Oxen the Only Teams

The improvement of the land for farming purposes was a very slow process. Even when drained, except close to the water courses, it took some years for it to become solid enough for horse teams to be used on it. Oxen for this reason, were the teams used by the early settlers, indeed when the municipality was formed there were probably not more than three horse teams within its limits and fewer wagons. Messrs. Boyd & Kilgour, whose land was naturally solid and well drained, were the first to get those luxuries for farming. Most of the land was ploughed first with a 20 or 24 inch breaking plough and a team of two or three yoke of cattle.

The crops were hauled to the barns on sleighs for the reason that only for a short time in the summer, could wagons be used to advantage on recently reclaimed land. The writer does not remember when he saw the first angle or earth worms on these lands, but he knows it was some years before they appeared in the land after it was dyked to do the great work for the improvement of the soil which, Charles Darwin pointed out, is the result of their borings. And of course, moles did not appear until there was some appearance of safety that they would not be drowned out. From the time of the incorporation of Richmond until the end of 1887, the population of the province had increased materially and this growth brought increase of markets. The advent of the C.P.R. gave ground for hope that that increase would continue and the farmers were encouraged by these prospects. There was now, no lack of river boats to carry the produce of the farmers both below and above New Westminster to the points where their produce could be sold or if need be transshipped to Victoria or Nanaimo, which were increasing markets also.

Such is a rough outline of the history as the writer remembers it up to the year 1888.

To Connect with Vancouver

On the 16th of January, 1888, the council for the year met at the Town Hall, Richmond, being Thomas Kidd, Reeve; A. Kilgour, Councillor for Ward A; Joseph Quigley and Hugh Youdall, Councillors for Ward B, and David Reid and Wm. Beckman, Councillors for Ward C. After some routine business, including the re-appointment of O. D. Sweet, as clerk, assessor and collector at a salary of \$200 per year, with 10 per cent road tax collections, the council took up the main question in the minds of the people of Richmond, namely the building of bridges across the North Arms of the Fraser River, to connect the municipality with Vancouver and to have roads built in the municipality leading thereto. This was led off by the following motion of Councillors Quigley and Beckman, and carried:

"That a committee composed of the Reeve and Councillor Youdall be appointed to confer with a similar committee of the Vancouver Council with the object of interviewing the Provincial Government in respect to the construction of bridges from Lulu Island to Sea Island and from Sea Island to the mainland and road to connect with the City of Vancouver, with power to act; also that the clerk be instructed to inform the Council of Vancouver of this appointment."

Councillor Quigley gave notice that at the next meeting, he would introduce a Municipal Officer Bylaw, after which, with some matters of detail being taken care of, the council adjourned.

February 4th, the Council met and after the minutes of the last meeting were dealt with, the following report from the committee appointed at last meeting were dealt with, the following report from the committee appointed at last meeting was read:

Mayor Oppenheimer Co-operates

"To the Reeve and Council of Richmond, Gentlemen—We, your committee appointed at your last meeting to join with a committee appointed by the Council of Vancouver in order to unite with them to draw the attention of the Provincial Government to the urgent need of a means of direct communication to connect this and the municipalities to the south of us with the City of Vancouver, with the view to inducing said Government to undertake the construction of bridges and roads for that purpose, beg to report as follows: That your committee reached Vancouver on the 27th ult., being unable to get there before because of inclement weather; that they were cordially received by His Worship, Mayor Oppenheimer and his committee, and was afforded a meeting at which some of the aldermen other than those of the delegation appointed, were present. "After some preliminary questions were asked and answered, Mayor Oppenheimer stated that he had in his inaugural address referred to the necessity for such work and the mutual benefit that would result therefrom; that he had every reason to believe that Vancouver would do her share of the needed work by building a bridge across False Creek and a road to connect therewith to the southern boundary of the city limits; that the C.P.R. Co. had

agreed to continue such road through their lands to their southern boundary, and expressed the belief, founded by promises made by members of the Cabinet of the Provincial Government to the city through its Board of Trades, that the Government would aid largely in the work needed to complete the connection required.

"His Worship and other members of the committee pointed out to your committee the great benefit that would accrue to this municipality from the completion of such work and expressed the hope that the people of Richmond would not remain inactive, but would proceed to raise a sum of money to aid the Government in constructing the bridges across the North Arms of the Fraser River, and to build roads within the municipality to connect therewith.

"Your committee on being asked what they thought could be done in this direction, replied that they had good grounds for believing that the electors of Richmond would vote for a loan of ten thousand dollars to go towards the building of the proposed bridges and of a loan of twenty thousand dollars for improvements within the municipality, and entertained the hope that the Provincial Government would undertake the building of the required bridges when the above mentioned ten thousand dollars to aid the undertaking was tendered to them by the corporation Richmond.

Hon. John Robson Favorable

"Your committee then proceeded to Victoria and on the 30th ult., called on the Hon. John Robson, Provincial Secretary, by whom they were kindly received and immediately allowed an interview. On stating the purpose of their mission, Mr. Robson said, as before stated by him on previous occasions to the electors of Richmond, the Government would in all probability aid largely in constructing bridges across the North Arms of the Fraser River, and believed that if the corporation made a move in the right direction to help themselves, the Government would not be found indifferent to the urgent requirements of such an important section of the country; that if the municipality raised one-half of the estimated cost of the bridges, the Government, he thought, would be supported by the legislature in voting a sum to meet the other half of the cost of such works.

"In reference to the maintenance of the same, he said he was not in a position to encourage a belief on the part of the people of Richmond that the Government would undertake such maintenance, but as the Government had contributed largely in many cases towards the maintenance of important public works, irrespective of municipal boundaries, he believed in case of accident or extreme need they would aid liberally in repairing such works.

"The Hon. John Robson kindly accompanied your committee to the office of the Hon. Chief Commissioner of Lands and Works, by whom they were courteously received. This gentleman expressed himself in favour of the Government aiding liberally towards opening up the desired means of communication.

"Your committee had also the good fortune to meet Messrs. Ladner and Orr, members for the district, and both of these gentlemen expressed their willingness to earnestly support any measure that may be brought before the Legislature for the furtherance of the proposed works.

"The result of your committee's mission upon themselves has been to impress upon them the belief that everything seems propitious for the attainment of the desired object, and it only requires united action on the part of this corporation to lead to success.

"All of which is most respectfully submitted.
Signed Thomas Kidd, Hugh Youdall."

The above report was, by resolution, received and adopted. The writer notes here that this report did not recite all that took place between that committee and the Hon. John Robson, for they pressed that the Provincial Government should take the place and assume the responsibilities that County Councils, in Ontario, do in such matters, and as this work was one similar to intra-municipal there, this course should be followed.

However, the committee knew that the influence of Victoria was supreme and jealous that too much might be done for the mainland, and knew that the minister was too cautious a politician to endanger his position, and therefore did not press this point too far, nor did they refer to it in their report as it might do more harm than good at home at that time. And the reader of this will see that although the Government were still holding in their own hands the control of carrying out the work of building these proposed bridges, they insisted that the Council of Richmond should be the party to undertake to get authority from the Dominion Government to build them across these navigable streams. But politics lead to strange anomalies, for about fifteen years later the Provincial Government built the purely inter-municipal bridge between Westham Island and the mainland part of the Delta Municipality at the expense of the Province.

\$30,000 Loan By-law

At the meeting of 4th of February, Councillor Youdall gave notice of motion to introduce at next meeting a by-law to raise by way of loan the sum of \$30,000 for the purpose of constructing roads in the municipality and towards the construction of bridges across the North Arm.

The rules of order were, by resolution, suspended for the council to meet again on Saturday, the 18th inst. When the council met on that date the said loan by-law was introduced and read a first time.

At the meeting of the council on February 18th, a petition was presented to the council signed by Hector McDonald and 27 others requesting that a loan by-law be submitted to a vote of the electors for the building of bridges and roads in the municipality, which was referred back to the petitioners for further signatures. This petition was again presented to

the council with a large increase in the number of petitioners in support of the by-law. By suspension of the rules of order the loan by-law was passed through its different readings to prepare it for submission to the vote of the electors, and a resolution was passed to so submit it on the 26th of March, and appointing Charles Cornish returning officer to take the votes of the electors on the said by-law.

At this meeting there was also a resolution instructing the clerk to write the Hon. John Robson requesting him to take steps to have placed in the estimates a sum sufficient to secure the building of the North Arm bridges pending the fate of the loan bylaw now before the electors of Richmond.

The council met again on March 3rd. The Richmond loan by-law, 1888, was passed through the necessary stage preparatory to submitting it to the vote of the electors, and a resolution was passed to so submit it on the 26th of that month and appointed Charles Cornish returning officer.

The council met on the 7th April, and among the communications was one from Mr. W. Norman Bole, barrister, of New Westminster, under instructions from Alexander Given, W. A. Draper, and others, to inform the proposed by-law that they intended to take steps to have it quashed by the Supreme Court.

But when the clerk submitted the poll book and certificate of the returning officer with an affidavit as to the results of the poll, showing the loan bylaw 1888, had been carried by a vote of 38 in favor and 7 against, the threat to have it quashed, brought no depression to the council. The report of the returning officer was received and adopted and a resolution followed "that the Richmond Municipal Loan Bylaw, 1888, having been confirmed by the electors on the 26th day of March, be now finally passed, sealed and signed, according to law."

Another motion was passed authorizing the clerk to advertise in the "British Columbian," "The Colonist" and the "News-Advertiser" newspapers asking for tenders for the purchase of \$15,000 worth of debentures to be issued under authority of the said by-law. Tenders to be in by 30th of May.

At this meeting the clerk was authorized to write to the Hon. John Robson to inform him of the carrying of the bylaw, and to point out to him the necessity of having a sufficient amount placed on the estimate to supplement the amount provided for in the bylaw to cover the cost of building the proposed bridges. This, and a resolution authorizing the Reeve to employ counsel to defend the case against Messrs. Ewen and others in the event of proceedings being taken by them to have the loan bylaw quashed.

This record shows that the Richmond Council of that year were pressing forward without much loss of time to have the important works that the people of the municipality desired carried out.

As the Richmond Loan Bylaw, 1888, was the first by-law of that kind passed by a vote of the electors it may be well to give, here, an outline of its provisions. The first part of its preamble gives its title and purpose and the second part is as follows:

Richmond's Rateable Value

Whereas, the Municipal Council of the Corporation of the Township of Richmond has resolved to raise the sum of \$30,000 by way of loan for the following purposes:

1. The sum of \$10,000 to be applied in conjunction with an appropriation from the Provincial Government for the purpose of constructing two bridges, one from Lulu Island to Sea Island and one from Sea Island to the Mainland;
2. The sum of \$4665 for the purpose of constructing roads, etc., (described) in Ward A;
3. The sum of \$7650 for similar purpose (as described) in Ward B;
4. The sum of \$7685 for similar purposes (as described) in Ward C.

And, whereas the amount of the whole rate-able property of the said Township of Richmond, according to the last revised assessment roll, being that for the year 1887, was \$351,286.

And whereas, for paying interest and creating a sinking fund for the purpose of paying the said principal of \$30,000, and interest thereon, at the rate of 6 per cent, per annum, it will require an annual special rate of seven-tenths of 1 per cent, on the dollar.

The enacting part of the by-law gives the council power to do all things necessary to carry out the purposes expressed in its preamble, including issuing debentures made payable in fifty years, at furthest, and to bear interest at the rate of 6 per cent, per annum, and to levy the rate mentioned for the purpose of paying interest and sinking fund.

When the Council met on May 12, an important letter from Hon. John Robson, was awaiting them. It contained the information that the sum of \$10,000 had been voted in the estimates for the purpose of helping to build the North Arm bridges and \$1500 for roads, etc., to connect with Vancouver, but stating in this connection he could not promise the money would be available unless the C.P.R. Co. and the City of Vancouver construct the necessary road and bridge to complete the general scheme.

There was also a letter read from Mr. J. McMullen, president of the San Francisco Bridge Co., containing his advice in respect to procuring plans and specifications for construction of proposed bridges.

To these communications the clerk was instructed to reply and to write to Mr. Abbott, local superintendent of the C.P.R. Co., and to the Vancouver City Council, on this important matter and requesting them to proceed with their part of the work so as to

remove grounds for any excuse on the part of the Provincial Government for not assisting Richmond. At this meeting the clerk submitted sealed tenders for the purchase of debentures in response to advertisements for sale thereof, but the council, by resolution, decided not to open same until the 30th of that month.

Efforts were still being made by the council to get the title to the right of way for roads along the inside of the dyke on the north side of Lulu Island, and some on Sea Island leading to the site of proposed bridges.

At the meeting on June 2nd, a letter from Hon. John Robson stated that it was the intention of the Provincial Government to handle the construction of the North Arm bridges and to ask if the council had yet gotten consent from the Dominion Government to construct same. This letter contained the information that plans were being prepared by the government and that the engineers of the C.P.R. Co. were also preparing plans for these bridges.

Awkward Position

These communications will show the awkward position the council was put in by the Provincial Government, who knew that the Dominion Government would require plans of the bridges before giving consent for their being built, that the preparation of the plans was entirely in their hands and that these when prepared would be sent to Ottawa, etc., and still insisting that permission must be sought and obtained by the Council of Richmond for these structures. But the council as a body were prepared to overlook inconsistencies and to swallow humiliations in the meantime for the attainment of the object so keenly sought after by the people they represented.

At this meeting, on June 2, there was also a letter from Mr. Abbott of the C.P.R. Co., stating that there would be no delay on the part of that company to go forward with the building of the road through their land on condition that the bridge across False Creek and bridges across the North Arm were proceeded with at the same time, and that an engineer and party would be started out at once to make a survey to locate the road and prepare for letting a contract to have the work done. At the same meeting a letter was read from the C.M.C. of Vancouver City stating that permission had been granted for the city to build a bridge across False Creek, and that the building of the same would be proceeded with, provided the other parties to the scheme of connecting Richmond with the city, undertook their part of the work, so as to have the whole undertaking completed before the rainy season set in.

At this meeting of June 2nd, tenders for the purchase of debentures were opened and were as follows : Robert Ward & Co., of Victoria, 90 per cent.; R. G. Tatlaw, 87 per cent.; I. B. Fisher, mgr. Bank of B. C, New Westminster, 98.75 per cent, and W. C. Ward of Victoria, representing R. Greenfel of London, 100 1-8 per cent. The council had decided to make the life of one-half of these debentures twenty-five years, and the other

half to run for fifty years, and referred completion of sale to a committee to close an agreement with W. C. Ward, on the lines stated.

On July 7, when the council met, there was a letter from Hon. John Robson, stating that plans for bridges were being prepared for the government by the San Francisco Bridge Co. and regretted delay, etc., so all the council could do in the meantime was to attend to the carrying on of work under their control. About this time, Mr. Green, C.E., of the C.P.R. Co.'s staff, had begun a survey of the road through the company's land, and reported in favour of the location for the North Arm recommended by Mr. George Turner the year before.

Vancouver's Population

At this time, the "News-Advertiser" newspaper, was taking a very active interest in the progress of Richmond and was strongly urging the city forward to do its part of the work, and carried an item in its issue almost continuously for general information containing, among other things, the statement that the population of Vancouver in 1886, was about 1200, in 1887, 3000, and in 1888, 8500, and that a "road is now being constructed to connect the rich agricultural lands at the mouth of the Fraser River with the city." And letters appeared in that paper finding fault with the City Council for their delay in building the bridge across False Creek.

On October 6, the council met but with little hope that anything would be done toward building the bridges during that year, but the work provided for in the loan by-law in the different wards was being pushed forward, and other routine work of the council, and the same may be said of the meeting held on November 3. It should be noted here that a communication from The World Printing & Publishing Co., was received asking that the clerk furnish them with a synopsis of the minutes of the council meeting and they would supply him with a copy of the "World" newspaper.

At the meeting of the Council of December 1st, a letter came from Mr. A. Gobert, stating that the Dominion Government had granted permission to the Richmond Council to build the proposed bridges according to plans prepared by the San Francisco Bridge Co., and plans submitted by the C.P.R. Co., were under consideration.

A resolution of the Council was passed asking the Provincial Government to call for tenders for building bridges at an early date. At the meeting of the Council on January 5th, a letter from W. S. Gore, Surveyor-General at Victoria, stating that detailed specifications were being prepared for bridges with a view to calling for tenders for construction of the same, etc., and another from Mr. J. McMullen, president of the San Francisco Bridge Co., to say that his company intended to tender for the work and advised the Council to induce the Government to adopt their plans, as any cheap structure would be carried away by the ice, etc. This in the light of later events may be looked upon as a sort of projected irony.

Interesting Comparisons

At this meeting a report was submitted from a committee, composed of the Reeve and Councillor Youdall, appointed previously to inquire into and report on the amount of revenue received and the manner in which it had been expended since incorporation. This report shows that the sum of \$26,675.23, not including any part of the Loan By-law money, had been collected, of which, after deducting cost of municipal property and general expenses and salaries, left the sum of \$21,448—and as the committee said, "We find of this amount the sum of \$3765.43 was expended in Ward A, the sum of \$8228.50 expended in Ward B, and the sum of \$9394.76, expended in Ward C. We find by taking the collector's rolls for the years 1884 and 1888, from which to strike an average, that the proportion of the revenue from real property in Ward A to the whole of the revenue from real estate in the municipality was 10 3-8 to 54 and by allowing Wards B and C, an equal share in such a division, it would give Ward A \$4120, and Wards B and C, \$8663.68 each. This shows Ward A below its share \$355, Ward B below its share \$376, and Ward C share above its share \$731.

The committee recommended that two accounts be opened for each ward, one to show the amount paid out of general revenue, and the amount paid out of Loan By-law funds.

To this report was attached accounts, in detail, showing the amounts paid out since incorporation and placed to their proper accounts on the principle above recommended.

Salaries—First Richmond Ballot

As this was the last meeting of the Council for the year 1888, all the bills passed for payment were ordered paid, including \$25 each for the reeve and councillors, and the reeve and Councillor Youdall were ordered paid \$10 each to cover the expense of their trip to Victoria. The Council of Richmond for the year 1888 thus ended their work with a feeling that they had not been fairly dealt with by the government of Victoria, but not having forfeited the confidence of the electors, for although the election for the year 1889 shows three new men out of the six, it was largely because the men retiring wanted others to take their places, and as there was no balloting called for, it seems that there were not many seeking municipal honors at that time.

The municipal election in Richmond for the council of 1889 resulted as follows: Thomas Kidd, reeve; W. F. Stewart, councillor for Ward A; A. H. Daniels and B. W. Garratt, councillors for Ward B, and David Reid and John Blair, councillors for Ward C. In this election a ballot was called for in Ward A when Councillor Stewart was elected over Thomas Sirr. This was the first ballot called for in Richmond.

Capt. Stewart's Services

W. F. Stewart has been mentioned already as the owner and captain of the small river steamboat "Alice," which had done so much good service on the North Arm for the people of that settlement. Capt. Stewart became an owner of land on Sea Island in 1886 and took an active part in the community affairs in Richmond and later in Point Grey.

Among the many things that Capt. Stewart's activities helped to promote was the bringing into existence of the Mutual Fire Insurance Co. of B. C., an institution which has been of great service and saving to the people of this province by giving insurances on property which comes within the class that company can insure, particularly to farmers, for whose benefit it was especially designed.

Capt. Stewart has taken an active part in municipal, school and other matters relating to the welfare and growth of the community in Point Grey, while he still retains and widens his acquaintances in Richmond and other surrounding municipalities including the City of Vancouver, where he belongs to the "Pioneer Association," nor does he let any sign of old age appear more than it is, and no doubt escapes its weapons by mixing in the youth preserving associations of the younger generation. (Since the above was written, Capt. Stewart has passed away.)

The late B. W. Garratt, who came into the Council of Richmond for the first time in 1889, was elected to that body, as will be seen further on, not only as councillor but as Reeve for several terms. Mr. Garratt came to Lulu Island in 1855, when he bought the property which is still known to the older settlers as "Garratt's place." This land he bought from his brother-in-law, John Vermilyea. That property was among the first that was bought for subdivision into small holdings at the beginning of the land boom in which the late president of the "Dominion Trust Company" was a leading factor. When Mr. Garratt sold his farm he moved to Eburne, where his investments and efforts, supplemented by the activities of his son, helped in no small degree to the growth of Marpole. The sudden death of Mr. Garratt on July 9th, 1920, came as a shock to his many friends, and regret still lingers with many of those who worked with him, not only in the Council of Richmond, but in other matters such as the building up of "The Mutual Fire Insurance Company of B. C.," already mentioned.

The other new member of the Council for this year of 1889 was John Blair, who, as already stated, is the oldest member of the numerous family of that name.

Pioneer Fruitgrowers

At the first meeting of this year's Council, O. D. Sweet was re-appointed clerk, assessor and collector at \$250 for the year and 10 per cent, on road tax collections. Among the communications awaiting this meeting was one from Mr. Thos. McGuigan, C.M.C., of the city of Vancouver, stating that the bridge across False Creek had been built and inquiring why the bridges over the North Arm and roads leading thereto had not been

proceeded with in accordance with the agreement. To this the Clerk was instructed to reply by stating that the North Arm bridges were under the exclusive control of the Provincial Government, who had informed this Council that, as soon as detailed specifications could be prepared, tenders would be invited by the government for their construction, and to say further that this Council were fully alive to the importance of the building of roads leading to the bridges.

To show the early interest taken by the young City of Vancouver in the welfare of the rural districts around it, a letter was sent by Mayor Oppenheimer asking Richmond to appoint a delegate to a convention to be held in the city for the purpose of forming a Fruit Growers' Association. In compliance with his request, Mr. O. D. Sweet, who was then somewhat of an enthusiast about fruit growing, was appointed to represent Richmond at that convention.

At the next meeting of the Council Mr. Sweet submitted a very lengthy and encouraging report which stated that the "Convention met on February 1st and that the association was successfully formed with J. M. Browning, Esq., and an able staff of officers as directors; that the utmost enthusiasm prevailed," aroused no doubt from the very encouraging reports from some of the delegates, one of which was that he had grown strawberries, one of which measured nine inches in circumference, and one apple grower reported he had gathered 2,000 lbs. of apples from one tree and another that he had gathered 1,600 lbs., etc. That report is too lengthy to be copied here, but those interested in the early efforts of fruit growers will find it in full on the minutes of Richmond Council of February 11th, 1889.

Pioneer Liquor Control

A letter from Mr. W. H. Ladner, then one of the district members in the Legislature, asked for suggested amendments to the Municipal Act to be considered before adjournment of the House. This was done, the clerk instructed to reply, and the Reeve appointed to discuss proposed amendments with the members for the district, among which the most important was one asking that full control of granting licences for the sale of liquor be placed in the hands of the electors, either by right of petition or by a direct vote on all bylaws regulating the granting of licences.

At this meeting the Board of Works were instructed to let contracts for construction of roads under the authority of the Loan Bylaw.

On March 2nd the Council appointed the Reeve and Councillor Stewart a committee to proceed to Victoria to be present when the tenders for the construction of the bridges were opened and to confer with the government in regard to the same. On March 16th the committee appointed at the last meeting submitted a report which, in part, is as follows : "Your committee was told by the Chief Commissioner of Lands and Works that it is not the custom of his department to make known the amount of the lowest tender for any work until the contract is signed, but seeing that we were representing the Municipality of

Richmond we were entitled to such information as he was at liberty to give in accordance with the rules of his department, and would go so far as to say that the work would take at least forty per cent, more than that voted by the municipality and the government to complete the work.

"He and the Provincial Secretary, whom we saw on the evening of the 8th inst., were of the opinion that, in view of the funds appropriated being so much below the lowest tender, it would be wise, before taking any further action in the matter, to enter into communication with the C. P. R. Co. with a view to getting a more definite statement than that already made by them, and of making, if possible, some arrangement to have them undertake to build combined railway and traffic bridges. The Hon. Provincial Secretary stated that he had seen Mr. Van Horn in Montreal a few months ago, and he said it was the intention of the C.P.R. Co. to attend to the matter without delay." This report was received and adopted.

About this time there were opinions expressed by different officers of the C. P. R. Co. that did not quite agree as to the course that company was going to take in regard to building a line across Richmond and Delta, of which the following is an example, as reported in the World newspaper of March 9th, 1889: "Mr. Browning (then Land Commissioner for the C. P. R. Co.) stated that he was confident of the construction of a direct railway through Richmond across the Fraser below Ladner, through the Delta, Surrey and Langley being nearer accomplishment than many imagine." This and other reports were adding to the perplexing uncertainty still facing the Council.

When the Council met on the 6th of April, among the communications were two important ones, viz., from Mr. W. G. Gore, Surveyor-General, Victoria, to the Clerk, as follows: "Dear Sir—I am instructed by the Chief Commissioner of Lands and Works to inform you that the government will be prepared to proceed with the erection of the bridges across the North Arm of the Fraser River as soon as your municipality can guarantee the payment of the sum of \$7,500 which will be necessary to supplement your original appropriation of \$10,000 to make up the amount of the lowest tender for the iron combination bridge, which design has been approved by the government. And the government grant will be available only up to the 30th of June next, and in order that the advantage of low water may be taken, it is urgently necessary that immediate action be taken by the Council. (Signed) W. S. Gore, Surveyor-General."

The other communication was as follows: "Thos. Kidd, Esq., Reeve of Richmond. Dear Sir—Referring to your favor of the 16th inst. I have received a communication from Hon. John Robson on the subject of the North Arm bridges to which I have replied.

"I may mention to you that this Company is not in a position to give an absolute assurance that they will join in the construction of a combined traffic and railway bridge next year for the reason that while they have the promise of the Seattle, Lake Shore and Eastern Railway Co. to join in building a road through the Delta, they have no absolute agreement to that effect, and consequently cannot give any definite assurance in this connection. Yours truly, H. Abbott, General Superintendent."

To show the smaller difficulties the Council were contending with, the following is an example. From S. Brighthouse, that he "still adheres to the proviso that the Council shall protect the bank from being washed away when dangerous." This was a responsibility he wished to impose on the Council before he would grant right of way for a road inside of the dyke. The writer should here state that this responsibility was not assumed.

A petition from J. T. Errington and 36 others as follows: "Whereas it is evident that the bridges across the North Arm will not be constructed this year unless an additional sum of \$7,500 is provided by the Corporation of Richmond etc., the petition asked that a by-law be submitted to the electors to authorize the borrowing of that amount." This was received and laid on the table.

Urging the Government

The letter from Mr. Gore was taken up for consideration which resulted in the following resolution being passed "That in consideration of the statement of Mr. Gore that it will be necessary for the Council to guarantee the payment of \$7,500 more in order to secure the erection of the bridges across the North Arms of the Fraser, and that the Government grant of \$10,000 will only be available up to 30th June next, making it urgently necessary that immediate action be taken in this matter by the Council, it is the opinion of this Council that the Government knowing all the causes of delay in the prosecution of the work in question and not having heretofore stated that the vote for the \$10,000 would be allowed to lapse on the 30th June next, we look upon the attitude taken by the Government as indicated in this letter, as unwarrantable ; and that the Council having been led to infer that the \$10,000 appropriated by the Government, would be available until some definite proposition could be received from the C.P.R. Co. or until some other definite course could be decided on, must view such action as unfair, and that in case this corporation is unable to satisfy the requirements of the Government as stated in this letter we must look upon it as a breach of faith on the part of the Government if they allow the said sum of \$10,000 to lapse or be rendered unavailable for the said purpose. And be it further resolved that the Government be and are hereby requested to place the \$10,000 on the estimates for this year and also an additional sum equal to half the extra sum required for the purpose of building said bridges in accordance with the plans approved by the Government and that the Clerk be and is hereby instructed to send a copy of this resolution to Hon. Commissioner of Lands and Works; that he may lay the matter before the Government without delay."

In addition to this a resolution was passed instructing the Reeve to go to Victoria and further interview the Government on this bridge matter, and so strengthen the request contained in this resolution.

On the 17th of this month there appeared in the World a letter written by the Reeve in answer to attacks made on him by one who called himself the "World's own correspondent." This letter was written to correct mis-statements and was the first of a number written from time to time, for several years for the purpose of preventing the

people of Richmond from being misled by this imaginative and wordy writer; and while the controversy kept up it was a source of some amusement to the people of Richmond of whom there are still a few who will have some remembrance. At last the author of "North Arm Notes" gave up the controversy and the writer was told that before he left Richmond, he regretted the course he had taken.

At the adjourned meeting of the council on the 13th of April, the reeve who had been appointed to go to Victoria to further interview the Government reported "That he had had an interview with the Hon. Jno. Robson (the Hon. Chief Commissioner being absent) who expressed surprise that the council should look upon the action of the Government as a breach of faith and he stated in explanation that although the authority of the vote did not extend beyond 30th June, the money could be held for three months longer, by an 'order-in-Council' in case actual construction began before the end of the fiscal year.

C.P.R. Might Build Bridges

"Further there were good reasons for believing that the C.P.R. Co. would yet decide on undertaking the bridges next year, that in such case, the Government would have the appropriation revoked. And, in summing up, the report said that the Hon. Provincial Secretary pointed out there was no fund at the disposition of the Government to enable it to comply with the request of the council to contribute one-half of the \$7,500 needed. But should it be really desired to proceed at once with the work and abandon all hope of the railway company taking it up, it might be possible with the \$1,000 placed in the estimates, as a grant to the municipality, to squeeze out of the general grant for the district, the additional \$3,750 needed to make up the one-half of the extra \$7,500, provided the municipality should be prepared to meet the other half. At the same time expressing the belief that if the building of bridges was postponed for a year the railway company would go on with construction and pointed out the great advantage of having the building and maintenance of the bridges undertaken by the C.P.R. Co.

This report was received and adopted, but the council, being anxious to find out if possible, what foundation there was for the belief expressed by the Hon. John Robson, appointed a committee of the reeve and Councillor Garratt to communicate with Mr. Abbott, superintendent of the C.P.R., with a view to getting something definite in respect to that company undertaking the work in question. That committee was too anxious to get something definite in regard to the intention of the C.P.R. Co., in this matter to trust to a written communication and therefore took steps to have a personal interview with Mr. Abbott and their report submitted to the Council on April 20th was as follows:

"That we waited on Mr. Abbott on the 16th inst. and made the object of our mission known to him. He stated in answer that he was not in a position to make a more definite statement in regard to this matter than he had done in his letter of the 30th ult., and in view of the uncertainty of the bridges being built as a part of the said railway across the Delta in time to meet the urgent and growing needs of the municipality, within a reasonable time, and of the uncertainty of his company being willing, when the time

came to consider the matter more fully, to accept the amount appropriated by the Government and the municipality for the bridges as a bonus to build combined railway and traffic bridges, and of the growing uncertainty of the company to build combined bridges, and of the many other objections that might be raised to such bridges being undertaken by the company, he thought it would be unwise for him to encourage the hope on the part of the people of Richmond that the company would build these bridges as desired by the council."

C.P.R. Disappointing

This report was adopted but the council now were getting tired of expressions of beliefs and hopes and appointed the same committee to go to Victoria "to confer with Mr. Gore re the plans of the bridges and, if thought advisable, to call in the assistance of an engineer for consultation, with full power to act for the Council respecting the letting of the contract for the construction of the bridges."

When the council met on May 4th, the report of that committee was submitted as follows: "We beg to report that, in accordance with your instructions, we proceeded to Victoria and drew the attention of the Government to the plan of the piers for proposed bridges, etc., and herewith submit letter from Hon. John Robson, addressed to us, relating thereto.

"Gentlemen—Before this reaches you, a letter from the Surveyor-General will have been received by you stating that the contract for the bridges will be entered into as soon as your half of the money has been placed to the credit of the Government. I learn that the contractor in California has been informed by telegraph that the contract has been awarded to him and that the work is expected to be proceeded with immediately. I sincerely trust there will be no more occasion for delay or misunderstanding in this matter."

The communication from Mr. Gore stated that as soon as the Council of Richmond placed the sum of \$13,750 in the Bank of B. C, to the credit of the Government, the contract for the bridges would be let.

A second letter from Mr. Gore was also read stating that a deposit of debentures to that amount will be satisfactory to the Government in case the manager of the bank will give a guarantee that the amount will be available in cash when needed by the Government to pay on contract.

When the Council of Richmond met on May 11th— meetings were held often then—they were beginning to feel they had reached a point of some certainty in respect to getting bridges built and in view of their efforts to reach that point they were not in a temper to receive a knock from the Council of the City of Vancouver accusing them of a breach of public faith in respect to carrying out their part of the work to connect Richmond with that city, without expressing some protest against it.

As the resolution of the city council reciting all the shortcomings of and breaches of faith by the Richmond Council was quite lengthy it would be superfluous to give it in full as the resolution passed by the Council of Richmond in answer thereto discloses its charges.

The resolution in answer is as follows:

Vancouver's Protest Unheeded

"Moved by Councillors Daniels and Reed. Whereas the resolution addressed this council, just read by the clerk, bearing the signatures of the Mayor and Clerk, and sealed with the seal of the City of Vancouver, thereby showing it to be genuine and passed by that Council, is based on misrepresentation of the case with which it purports to deal, and whereas there never has been any definite arrangements made nor absolute assurance given by this Corporation with or to the City of Vancouver or with the C.P.R. Co., to do any work;

"And, whereas, the conditional agreement that this Corporation did make with the city and that company to the effect that it would raise one half of the estimated cost of the proposed bridges across the North Arms of the Fraser, viz, \$10,000, provided the Provincial Government would pay the other half, cannot in any sense of justice be taken as grounds to expect or demand that this Corporation should raise a sum nearly double of that amount, and whereas this Corporation could not under the circumstances assume the position of principle in arranging for the construction of these proposed bridges, but had of necessity to leave such in the hands of the Provincial Government, it cannot be held responsible for any delay that has arisen in the matter. And, further, had the said Government refused to provide one half of the additional sum over the estimated cost of these proposed bridges in accordance with the plan adopted by the said government, over whose action in this direction this Corporation has had no control, this Corporation in refusing to raise the whole of that additional sum could not be accused, in fairness, of attempting to shirk its obligation and whereas the Council of the City of Vancouver has, by this resolution, not only made an unreasonable demand on this Corporation but has thereby placed it in a false position before the public through misrepresentations therein contained—a matter to be very much regretted because it gives grounds for believing that the said resolution was prompted by selfish motives only and because it is likely to endanger and check the growth of the friendliness which did and should exist between the city and this corporation.

"And whereas, the Council of the City of Vancouver, by passing this resolution at a time when this Council was making every effort within its power to obtain from the Provincial Government a promise to pay one half of the additional amount required for the work in question, instead of strengthening this Council's position by petitioning the said Government to pay the same must be considered as dealing this Council a blow like an enemy instead of helping it as a friend. And further in view of the facts above recited and which must have been fully known to the Council of the City of Vancouver, this Council must hold the said resolution as unwarrantable.

"Therefore be it resolved by this the Council of Richmond assembled that the said resolution passed by the Mayor and Council of the City of Vancouver, be not received, and that the clerk be and is hereby instructed to return the same to that body and to enclose therewith a copy of this resolution."—This was carried.

Vancouver Condemns Richmond

The reader should note here that as shown by reports in the newspapers, the said resolution passed by the City Council was not carried unanimously. It should also be noted that the newspapers referred to the clash between the two councils in a rather jocular way, rather to the discredit of the City Council which tried to amend matters by passing another resolution, condemning the Council of Richmond for not accepting their resolution and reiterating some of the statements made therein. After they had passed the second resolution the writer met Mayor Oppenheimer who tried to justify the course the City Council had taken and said if the Council of Richmond had sent a copy of their resolution to the Provincial Government, it would have strengthened their claim very much. The writer need not say that he supported the position of the Council of Richmond and that he could not see the value of that kind of diplomacy.

At this meeting on May 11th, there was a report from the committee appointed to arrange about finances to meet the demands made by the Government in connection with the cost of the bridges, to the effect that among other things they had made arrangements with Mr. Fisher, manager of the Bank of B. C., at New Westminster, for the guarantee for the forthcoming of the \$13,750 as soon as the debentures could be signed and placed in the bank, and "that your committee will complete the debentures as soon as they are received from the printer and place them in the bank for the purpose above stated."

As will be seen the Richmond Council was meeting often and were now hopeful of getting a start in building the North Arm bridges.

When, about the middle of July, 1889, the representative of the San Francisco Bridge Co., Mr. Hardman, came to begin the work on the bridges, the Reeve and Councillor Stewart interviewed him to inspect the plans he had in his hands, for the construction of the piers had not been altered in accordance with the suggestions made by the committee, who went to Victoria in May, to inspect the plans then in the office of the Chief Commissioners.

Ice Action Foreshadowed

This led the Reeve to write a letter on the 16th July, to that gentleman, to draw his attention to that fact, and again emphasized the opinion expressed before, that the plans of the piers did not provide sufficiently for withstanding the action of the ice in the river, and in this connection the letter said:—

"Practical men who know the river believe that the piers, if built on these plans, will not withstand the ice, and, although the council must, necessarily, leave the government to decide on this matter, it would be remiss in its duty to the Corporation not to draw the attention of the Government to what they think to be a faulty plan for a work in which the Corporation is placing so much money."

When the Council met on August 3rd, the report of the last named committee set forth the action they had taken and submitted the following letter of the 16th inst., having reference to the piers in the North Arm bridges.

"In reply, I beg to inform you that, acting on the suggestion of the delegation from your council, I submitted the memo, made by them, respecting the piers to Mr. Geo. Catt, the engineer for the San Francisco Bridge Co. He agreed to remodel the plan of piers to meet the views expressed, but they have not been forwarded to me for my approval. Yesterday I wired to Mr. Turner that the plans must be sent me for my approval before the piles were driven.

"I am quite sure the company will do anything reasonable to meet the wishes of the Council, and that they would not in any way jeopardize their reputation by faulty work."

The last paragraph of that letter added to the fact that the work was under an inspector appointed by the Government, made the Council feel that nothing more could be done by them in this very important matter.

North Arm Bridges Completed

The building of the bridges continued without any communications sent to, or received, from the government until a letter dated 28th November, 1889, addressed to the Clerk of the Council, was received from Mr. Gore, as follows: "Sir—I am directed to inform you that the construction of the North Arm bridges is about completed, and to state that the government has much pleasure in handing over the structure to the Council of that municipality.

"I am also to state that the maintenance of the bridges will now devolve upon the municipality, and to point out to you the urgent necessity for the immediate appointment of some person to operate the draw spans."

On the reeve being informed of the receipt of this letter he called a special meeting of the Council to consider it. And before that meeting convened another letter from Mr. W. S. Gore was received by the clerk, which contained an extract from the report of Mr. Geo. Turner to the Chief Commissioner, as follows :—

"I beg to call your attention to the necessity of a care-taker being appointed to look after the North Arm bridges. Also, that steamboat captains should be warned not to approach too near the bridges at full speed, etc."

It will be gathered by the reader, that the Council was not satisfied with the plan of the piers at first, and even when the plan was changed to make them pointed at both ends, the Council knew that after they were built they were not yet of the right form and structure to withstand the run of ice in the river, when a cold winter came along.

Did Not "care a damn"

The Council met on December 2nd, to consider the above communications and for a full consideration of this bridge matters, and this resulted in a committee of the Reeve and Councillor Stewart being appointed to employ a board of engineers to examine the structures and to report to the Council within five days.

The committee had some trouble before they found engineers to undertake their work and in their efforts they discovered the fact that professional men are sometimes careful not to displease the "powers that be," for some of the engineers, whom they interviewed in the city when they found out the purpose for which their service was sought declined to act because the Government was a party to the controversy.

At last they found an engineer in the person of the late R. P. Cook, a retired engineer who had been in the service of the C.P.R. Co., and to whom the reeve was introduced by the late James Orr, then a member of the Provincial Legislature.

Mr. Cook was an Irishman, which his speech unmistakably disclosed, and he was told what was sought by the Council, and of the failure of the committee to get any engineer to undertake the inspection of the reason for that failure. He said, "Yes, I'll inspect the bridges for you. I don't care a damn for the Government."

A Cautious Council

In this inspection, Mr. Cooke was joined by the late Mr. J. P. Lawson, C.E., whose name is interwoven in the early history of Vancouver as its engineer. The anxiety of the Council during these days was rather intense and some will still remember the impatience of the people of Richmond because the Council would not open the bridges for traffic, but the members of the Council unanimously made up their minds that even that impatience would not force them into accepting a work that they believed was far from being what it should be.

It was therefore somewhat disappointing to the Council that the report of the engineers was not ready for a meeting on December 7th, but at the meeting a week later the committee were able to report to the Council as follows:

"We beg to submit report of the engineers appointed by us to inspect the North Arm bridges accompanied by a letter from them explaining delay."

The report of the engineers is too lengthy to quote here in full, but the concluding sentences will indicate its nature, as follows:—

"In conclusion we would say that in the absence of the plans and specifications it is out of our power, even out of our province, to say where the responsibility lies for the defects above alluded to, whether in errors, oversights and omissions in the plans and specifications, in carelessness on the part of the persons doing the work, etc.

"All we can do is to report as we find it. We would, however, strongly press on you gentlemen, even if you have to accept the bridges as they stand, to be very careful as to assuming any liabilities as to their future maintenance, etc."

The Council, after fully considering the above report passed the following resolution:

"Whereas the report of the engineers, appointed by the committee of this Council to inspect the North Arm bridges, shows that the bridges are not completed in a workmanlike manner, that not only the work on the piers but also the plan of the same, are not of a nature to withstand the ice and other floating bodies likely to strike them. And, whereas, this Council, relying on the good faith and ability of the Government and its officers to see that good bridges were built, the more especially that this Council had the assurance of the Government as expressed in the words of the Hon. Provincial Secretary, 'They would be splendid structures and suitable to the location,' this Council took no steps to have the plans examined on behalf of this corporation except by a committee of this Council, which called the attention of the Chief Commissioner to the plan of the piers, to the effect that there was not sufficient provision made for withstanding the action of the ice run in the river.

"And whereas this Council further relying on the good faith of the Government in this matter not only guaranteed without condition or proviso the payment of \$13,750 towards the construction of these bridges but also gave up its claim to its annual allowance of \$1,000 from the Government this year, and, for a number of years, of any extra expenditure by the Government, such as other municipalities have been receiving, with a view to saving up, as the Hon. John Robson said, 'for this great undertaking.'

"And whereas, in view of the fact that this work cannot be looked upon as a Richmond work only, but as one by which the public at large is benefited

"Therefore be it resolved that the Government be and are hereby requested to take steps to have the work completed so as to render the structures secure, and to undertake the keeping of the bridges in repair And that the Council pay for the operation of the draws and that a copy of this resolution with the report of the engineers employed to inspect the bridges be sent to the Hon. Prov. Secretary."

The Proof of the Pudding

The council never received an answer to this communication but in about two weeks after it reached Victoria, a stronger proof of the correctness of the opinion of the engineers who examined the bridges on behalf of the Council, than that expressed in their report, was soon furnished by nature, for the weather turned cold, which resulted in the river freezing over and a large sheet of the ice, which was formed opposite the Brighthouse estate, floated up the river on a strong rising tide, early in the morning of January 3rd, 1890, which carried away the swing span of the bridge between Sea and Lulu Islands, and left the span to the south of it hanging in a dangerous position.

The people had become very impatient at the delay in opening the bridges for traffic and some of them had taken it upon themselves to close the draw spans so that the public might enjoy their use during the holiday season. The Council met on January 4th, and it appeared rather incongruous that among the letters awaiting the Council was one from the president of the San Francisco Bridge Co., recommending Mr. D. A. Smith for the position of caretaker of the newly-constructed bridges. No formal report was necessary to inform the Council of the damage done the bridges by the ice and, without such, a resolution was passed instructing the clerk to inform the Government that one span of the North Arm bridges had been carried away by the ice, that the rest of the bridge was in danger, also to notify the San Francisco Bridge Co., that if they wished to save the material it would be well to send a force of men at once to do so.

When the election for the year 1890 took place, it gave evidence that more of the electors were beginning to take an interest in these events than in the early years of the municipality. For, up to that time, most of those who served on the Council looked on it as a duty, and that each one should do his share of the work. But ten years of municipal government had brought some changes in this respect for now the office was being sought by many; some probably for the honor of it and some only to carry out some policy which they saw was indicated by changing conditions.

Increased Interest of Electors

Another reason for this change, perhaps, arose from the fact that most of the early settlers were men from the Old Country, who had not experience in municipal government; but by 1890 the proportion of the recent electors from Eastern Canada had increased, and these coming from provinces where municipal government had become almost an universal institution, gave them not only experience, but ambition for office which most of the older settlers did not possess.

These and other factors were beginning to lead to contests in elections, so when the election for 1890 took place there was a contest for the reeveship and for two of the wards. Nominees for the reeveship being J. Sexsmith and W. H. London; for councillors J. T. Errington and W. F. Stewart for Ward A; B. W. Garratt, and Geo. Magee for Ward B, and John Blair, James Whiteside and W. H. Steves, for Ward C.

New Reeve and First Contest

The nominees for Ward B were declared elected at nomination, and the result of the balloting for the other offices gave the reeveship to J. W. Sexsmith, by a large majority, and gave the representation of Ward A to J. T. Errington, of Ward C to James Whiteside and John Blair. It may be said that this was the first election in Richmond when a real contest took place. All of the above named so-elected, except James Whiteside, have been referred to already and of him it may be said that he came from Ontario to Lulu Island in the fall of 1877 and was followed early in the next year by his parents and the rest of a large family, all of whom were above school age except the two youngest. John Whiteside, the father of the family, had been preceded to this province by a brother in its early pioneer days, Mr. Dan Whiteside, who had his home in New Westminster. James Whiteside bought some land in the slough district from Thomas Kidd for \$40 per acre. On this place the former owner had built a house, barn and other farm buildings and had a considerable part of the land drained and under cultivation. This is noted to show the price paid for land in that part of Lulu Island at that time.

But the rapidly developing city of Vancouver had attractions and gave opportunities which farming did not present, with the result that, in this case, not one of that family remained in Richmond.

When the council for 1890 took office the anxiety and uncertainty that had burdened the former council, in respect to the North Arm bridges, had been removed to the shoulders of the provincial government and the San Francisco Bridge Co., and when the council met on February 1st, a letter dated 15th January from the Hon. John Robson, stating that the contractors had been notified of the catastrophe to the bridges that Messrs. Turner & Sprott had been appointed to proceed and report on state of affairs, etc., was an acknowledgment of that responsibility.

At the Council meeting in February, the Council passed a strong resolution, similar in tone and statement of facts to that passed by the former council, but much strengthened by the disaster to the bridges which indeed was a verification of the basis of their complaints.

Fortunate Ice Test

At the council meeting on February 18th, a letter from the Hon. Chief Commissioner was received in answer to that last named resolution, in which he informed the Council "that the contractors are bound under the terms of the agreement with the government to make good the damage done to the bridges, and it is undesirable any action be taken by the Government in this respect." And at the meeting of March 1st, a letter from Mr. Gore stated he was "directed to say that the San Francisco Bridge Co. have agreed to make good the defects in the North Arm bridges and to do a certain amount of work with a view to making the piers sufficiently strong to withstand the ice pressure in the river." Also that Mr. Balfour, late bridge builder for the C.P.R. Co., had been engaged to

superintend the work on behalf of the Government, which it is hoped will meet with your concurrence."

Thus the Council were now in a safe position in regard to this bridge question, and the people of Richmond felt they were much better off financially than if that sheet of ice had not tested the bridges at the time it did, with the result above stated.

But it was well on in the year 1890, before the bridge from Lulu Island was opened for traffic, because when the new swing span built to take the place of the one displaced by the ice was about finished and in position, by some misfortune it collapsed, which still prolonged the time before the bridge could be used.

The Last White Navvies

In the meantime the Council were proceeding with the opening of roads, which was principally digging ditches on the road allowances and throwing up the material therefrom to form a road bed in the middle. It has already been noted that in the early days of the municipality all this work was done by white men, but the year 1889, it was practically all in the hands of Chinese. Eli Lander and his partner, old English navvies, were the last to give up competing for this work.

The Chinese by this time had become plentiful in the Province. When the Onderdonk contract on the west end of the C.P.R. was finished, it let loose a large number of this class to join with those who had been brought in already to supply the need of the salmon canning industry and which gave them work only for a few months in the year.

If Richmond did not make rapid progress it was not for lack of vision, hope and persistent endeavour on the part of her councils.

As examples and proof of this they passed a strong resolution, whose preamble pointed to the very bad condition of the road from False Creek to the North Arm, and that it would be in such condition for eight months in the year unless it was graveled, and resolved that the council of Vancouver City and the C.P.R. Company be respectfully asked to proceed to gravel the same. And at the same time they were pressing upon the provincial government the "necessity of constructing a road across Lulu Island to enable the people of Delta and Surrey to get to Vancouver as soon as a ferry to Ladner was established."

Proposed Electric Railway

But the best example of their hope and vision was the encouragement they gave to the Vancouver and Lulu Island Electric Railway & Improvement Co., Ltd., whose purpose was to build an electric road from Vancouver to and across Richmond to the South Arm of the Fraser. The movement of the promoters of this company, of which Mr. J. W. Sexsmith was one, began early early in the year and at the meeting of the Council on

August 2nd, a letter from Mr. C. S. Douglas, secretary-treasurer of the Vancouver and Lulu Island Electric Railway and Improvement Co., was read, which stated "that the said Company is duly incorporated and organized and was making application for right to run the railway over the North Arm bridges, and along such highways in the municipality as may be found practicable, to some point on the South Arm, and also asking for exemption from taxation on railway and rolling stock for twenty years. The petition contained in that letter was granted by resolution of the Council and a bylaw prepared to be voted on by the electors to give permission to the said company to construct and maintain a single or double track electric railway upon the public roads of the municipality for 50 years, etc., the same to be commenced within one year and completed within two years."

This bylaw was submitted to the electors on the 6th of September, but was defeated by a vote of 15 to 6, which showed that the people were opposed to the by-law to give a right to cross the bridges which were too narrow for such combined traffic, etc.

And another of the depressing factors to the hopes of the council, and, in this case, to the people, was the reply of the Hon. John Robson, to the request that a trunk road be built across Lulu Island in which he stated that the usual annual allowance of \$1000 would be all that would be available owing to the large amount already expended on bridges and road to Vancouver.

First Move for Drainage

It was in this year that the first move was made to provide for drainage of land under the drainage and dyking clauses of the "Municipal Act." This was done by petition, addressed to the Council, signed by J. W. Sexsmith and nineteen others, asking that steps be taken under the provisions of that Act for the draining of the land described in the petition, by opening a large ditch through the same and extending its outlet to the north end of No. 2 road. In response to this petition a resolution was passed appointing Jas. F. Garden, P.L.S., to make a survey of the said lands, with a view to determining the practicability of draining the same. Mr. Garden's report is too lengthy to quote here, but was to the effect that the proposed work was feasible and recommended a ditch to be dug from the north end of No. 2 road along the lines described, said ditch to be 20 ft. wide on top and 8 ft. wide in the bottom and some seven feet deep. This ditch was to be run from the point named, on the river, along the east side of No. 2 road to the line of what is known now as No. 8 road thence east on that line for a distance of three miles to No. 5 road. This report of Mr. Garden's is interesting, in that it shows that the land from the initial point on the river until he reached a point about half a mile east of No. 3 road, is practically a dead level. At this point it begins to rise and increases in height very quickly until it reaches a height of over seven feet above the point of starting. Mr. Garden estimated the cost of the work at \$10,000 and levied an assessment on the lands in proportion to the benefit to be derived.

The "Magee Canal"

This report was adopted by the Council which was followed by a by-law providing for the work to be undertaken and for the borrowing of the money to pay for some. In the execution of the work it was found, when the peat bog was reached, that the ditch could not be dug the required size, for the reason that the sides would not stand but would squeeze in and fill up the ditch if put down to any considerable depth below the surface. In consequence a small ditch was dug for some distance beyond the point where it was found impossible for the large one to be dug with a view to establishing drainage to make the land more solid in order that the larger ditch could be put through later on. But the larger ditch between No. 4 and 5 roads has never been dug.

The canal was known by the name of the Magee canal, for the reason that George Magee was a principle mover in this drainage scheme for the purpose of getting his land drained, he being the owner then of the section a part of which has been known later as Mr. D. Webster's place.

Another petition submitted to the Council during this year was one from W. H. Steeves and others requesting that body to pass a bylaw to borrow \$3000 for the purpose of the improvement of the townsite of Steveston and that a rate be levied on the land in proportion to benefit received.

As late in this year as November 11th, the minutes show that the bridges were not satisfactorily finished for the Reeve was, by resolution, authorized to go to Victoria to see the Government in respect to same.

On his return, he reported that the Government had not accepted the work nor made any settlement with the San Francisco Bridge Co., and that if the company did not complete the work satisfactorily, the government would do so, etc., but before the end of the year a thorough test of the bridges was made which satisfied the Reeve and Council and which brought to an end at last the long and anxious efforts of the Richmond Council, and shifted the anxiety on to the parties who were responsible for the trouble in regard to the construction of the North Arm bridges.

Direct Haul to Vancouver

During the year 1890, considerable progress had been made in Richmond other than that under the direct supervision of the Council. The completion of the North Arm bridges gave an impetus to farming, especially to Sea Island, and the north side of Lulu Island, by enabling the settlers to haul their produce directly into Vancouver instead of shipping by boat, while the rapidly increasing needs of the city was affording a great market.

Sea Island became a great milk-producing area and made progress in this direction, which extended to Lulu Island as the city's demands increased.

The additional drainage established by the road ditches was making the land, back from the water courses, more solid and was affording outlets for under-draining, all of which led to larger areas being put under crop.

The increasing number of canneries added to the growth of the population, and these were the main factors relied upon by W. H. Steeves in his efforts to build a city at the mouth of the Fraser. In addition to canneries mentioned as being built by Mr. English (now the Phoenix) and the "Beaver" in 1889, by J. H. Todd & Son, there were several built or in the process of building in 1891, including one at Terra Nova built by Messrs. Rowan Bros.



Jack Cook's Threshing Outfit, c. 1906

Members of Cook's threshing crew are perched on the thresher. Men from several families joined forces to bring in the harvest. Some of the men have been identified as: Ed London, Jim Blair, Louie London, Archie McKim, Jim Faulkner, and John Simms.

City of Richmond Archives photograph 1978 3 11

First Telephone and Newspaper

These developments led to the extension into Richmond of a telephone line being put through to Steveston, and the farmers feeling the need of an organization to bring them more closely together, formed an Agricultural Society, with J. W. Sexsmith, as president, W. H. Steeves, treasurer, and H. Drummond, secretary.

Steveston was already a small business centre. As early as 1888, J. C. Forlong bought some lots and started a general store, which was the first in that embryo town, and the promoter of the townsite was not sparing in his efforts to provide every attraction that he thought would aid him in carrying out his purpose. Among other things was the construction of a building called the opera house, quite a large building, and which

proved a convenience for public gatherings of nearly all kinds and which is still standing in good repair.

Another of his efforts was the establishing of a newspaper, which was named the Steveston Enterprise, a very appropriate name for rather an unique publication, and so absorbed in the business of booming the place of its birth it scarcely recognized the existence of any other place or paper.

When it did refer to Vancouver it always called it "Steveston's outer port," in a jocular way of course.

Early River Craft

The developments spoken of above on the south side of Lulu Island, with similar ones on the Delta, led to the starting of the small river boat, the "Telephone," on the river, making the round trip from Steveston in the morning and calling at Westham Island points and Ladner, then across to Woodwards and touching at other landings on her way to New Westminster. This was a great convenience to the people on the river and lessened the need of skiffs and expenditure of muscle to get to New Westminster, and, indeed, until the roads were got into good condition, most of the farmers on the south side of Lulu Island went to New Westminster to do their selling and buying.

The traffic on the river increased and was profitable enough to lead Capt. Baker and his partners to build a larger boat for the traffic, and some will remember the "Edgar" and her genial Captain who served them for many years—indeed, until the C.P.R. Co., with its ever-watchful eye and all-powerful hand, saw fit to put on this route their river boat "Transfer," and by reducing fare and rates made it impossible for the "Edgar" to pay her way. But the big fire in New Westminster, in 1896, put an end to her usefulness.

Among the many by-laws passed by the Council in 1890 was one for the re-division of the municipality into wards, and which established five wards instead of three, thereby giving a councillor for each ward on very much the same lines as they are today.

And when the municipal election for 1891 took place the elected were as follows:

J. W. Sexsmith, Reeve; and for Councillors: Wm. Nicol, Ward 1; Jas. Mellis, Ward 2; W. H. Steeves, Ward 3; W. R. McMyn, Ward IV; and Jos. Quigley, Ward V.

James Mellis, whose name appeared for the first time as Councillor in Richmond, was one of the colony of supposed fishermen who settled at Terra Nova in 1886. After the bridges were finished he staged a stage line between Terra Nova and Vancouver and between which and intervening points he carried the mail daily. When he retired to live in Vancouver, his son took over the business and ran it until changed conditions, among which was the distribution of the mail, made its continuation unprofitable.

The work of the Council of Richmond was now increasing in variety and volume. Not only in regard to ordinary work to be paid for out of the annual revenue, but work to be paid for by special rates levied for local improvements.

Among these was a Steveston Local Improvement Bylaw for the dyking and draining of that townsite, for work estimated to cost \$10,000, and also a bylaw to borrow \$50,000 to dyke and drain the east end of Lulu Island. Both of these works were begun during the year, and the former completed within that period, but the second took more than two years to finish.



The Paddlewheel Steamer “Transfer” on the South Arm of the Fraser River

Boats of this type sailed between New Westminster, Victoria, Nanaimo, and Burrard’s Inlet.

South Arm residents recorded the passage of time by the whistle of the boat.

City of Richmond Archives photograph 1977 1 197

Increased Land Values

Another general loan bylaw to borrow \$40,000 was passed, but was attacked for not being put through according to the provisions of the Municipal Act. In consequence this bylaw was withdrawn and another put before the people which carried by a vote of 67 to 53 against—a very small majority, and it is likely that had the voters' list not been increased by recent purchasers in Steveston, the bylaw would have been defeated, for there were many in the municipality opposed to borrowing more money for roads at that time, preferring to raise funds by increasing taxation for that purpose, and more especially as it was felt that there was a distinct flavor of land booming to be detected.

The preamble of this bylaw stated that that the assessed value of property in Richmond at that date (1890) was \$1,288,776. This shows a very marked increase as measured by

assessments in values as compared with their assessed value in 1887, which was only \$351,286, an increase of over 300 per cent in three years.

Early in this year, under review, contracts were let, for gravelling certain roads, to Geo. Oliver, and a large contract for building plank roads was let to McLean Bros., for so eager were some for the rapid improvement of the roads, that planking was preferred for the reason that it could be quickly done.

This resulted in the building of a plank road from the wharf at Steveston connecting with and along Fourth Avenue to No. 9 Road, then east along No. 9 Road to No. 3 Road, thence north along the last named road more than half the way to the North Arm. The river road running west from No. 3 Road towards Terra Nova was also planked, as was the same road running east from the bridges, at a later date.

These matters added to the evident fact that the money borrowed was not being expended in accordance with the provisions of the bylaw aroused considerable opposition to the policy of the Council, which resulted in consequences to be shown later on.



Second Avenue in Steveston on the Day of the Great Sale, June 16, 1890

Town lots went on sale in the Opera House at 2 p.m.

City of Richmond Archives photograph 1984 17 75

Booming Steveston

Everything was being done this year by its promoter to boom Steveston. The Steveston Enterprise was full of its praises and attacked anyone who did not join in the music. Early in the year a great sale was advertised to take place on the 16th of June at the Steveston Opera House. That sale took place, but results were not satisfactory, so another one was

planned to take place later in the summer and nothing was left out of the program that was thought necessary to make it a success. Steamers were hired to bring people from Vancouver, Nanaimo and the writer thinks from Victoria also.

And there was a great feast prepared—a real barbecue, an ox roasted whole—and music and flags and everything in fact to please the senses. But all this added little success to the sale of lots.

At the end of this municipal year in Richmond there was considerable dissatisfaction felt by many of the ratepayers, not only in respect to the policy of the Council, but in respect to the handling of the finances, as disclosed by auditor's report covering the former year.

In consequence the year ended with a small cloud on the municipal horizon of Richmond.

At the last meeting of the Council for the year 1889, some informal discussion took place in respect to the election for the coming year 1890. Thomas Kidd, who had been reeve for the past two years and who had been requested, as already stated, at the request of a majority of the oldest resident settlers to try and get the North Arm bridges built, stated to the outgoing Councillors that he did not wish to stand for the reeveship at the forthcoming election, that the responsibility for the completion of the bridges was now fully on the Government, and he did not wish to serve in the Council for the coming year for the reason that the work imposed upon him during the last two years had taken a good deal of his time and some outlay for which he could not be recompensed as well as the neglect of his farming and the trouble of getting to and from the Municipal Hall over bad roads.

Questioning Voters' List

Notwithstanding the fact previously stated, when the election for the year 1892 took place there were enough in the three wards favoured by the policy of the out-going council to return a majority of that council for the incoming year, with the following result:

J. W. Sexsmith, reeve; Wm. Nicol for Ward 1; James Mellis, for Ward 2; W. H. Steeves for Ward 3; Thomas Kidd, for Ward 4; and Alexander Mitchell for Ward 5.

Although Alex. Mitchell was an early resident of the settlement, this was the first time he was asked to serve in Richmond's Council. That he is still living on the island which he reclaimed from the overflow of the Fraser and cleared of a virgin forest, rightly known by his name, hale and vigorous, after a long and strenuous life, well able, if called upon to add his personal recollections to the history of Richmond, makes it unnecessary for the writer to do this for him.

It will be easily understood that the ratepayers who were dissatisfied with the course the Council had taken and was still likely to pursue, were on the lookout for means to stop

them, and this they found in a questionable voters' list. This was the grounds on which an appeal was made to the court to void the election of the reeve and councillor for Ward 1, and if these proved successful, others would follow. But the Reeve was not to be so easily driven from his ground, for he went to Victoria, where the Legislature was in session and persuaded the Hon. John Robson to draft a bill to make valid the election in Richmond. This bill was printed but not yet presented to the House, when the Reeve, armed with it, placed it before the court. The judge, assuming that it was then a matter before the Legislature, adjourned the case awaiting the action of that body. But the conditions in Richmond were known to some members of the Legislature and the action of the Provincial Secretary in drafting a bill and allowing it to be used in court, as above stated, before being introduced to the House, put that gentleman in rather an awkward position.

New Letters Patent

As a result, another course had to be taken, and that was to surrender the Letters Patent, and ask for the issuance of a new charter. The contents of that petition, of which there is no copy on the minutes of the Council, are revealed in the preamble to the new Letters Patent, issued on the 25th day of March, 1892, and in part is as follows:—

"And, whereas, Letters Patent incorporating the Municipality, bearing date the 23rd day of May, 1885, were issued duly incorporating all those pieces and parcels of land," etc.

And, whereas, by Section 12 of the 'Municipal Act, 1891,' it is provided that wherever it shall appear to the satisfaction of the Lieutenant-Governor-in-Council, that any irregularity has occurred in the conduct of any municipal election in any incorporated municipality, whether such election shall have been held before or after the passing of this Act, and by reason of such irregularity any reasonable doubt exists as to the legality of the constitution of the said corporation, it shall be lawful for the Lieutenant-Governor-in-Council, on the application of the mayor or reeve and Council of such municipality, to accept a surrender of the Letters Patent creating such municipality and such other Letters Patent when issued shall have the like force and effect as Letters Patent issued in the first instance.

"And, whereas, a petition has been addressed to the Lieutenant-Governor-in-Council, by the reeve and four out of the five councillors of the said municipality of Richmond, setting forth certain irregularities which occurred in the conduct of the municipal election in said municipality, and that by reason of such irregularities very serious doubt exists as to the legality of the constitution of the said municipal corporation, and that legal proceedings to test the same have been instituted and are now pending, and tendering the surrender of the said Letters Patent of the 23rd May, 1885, and praying the acceptance of the same and the cancellation of the said Letters Patent and the issuance of others," etc.

This election opened the whole municipality to the electors, without any limitation to wards, and resulted as follows: J. W. Sexsmith, reeve; Duncan McDonald, Thos. Smith, Jas. Mellis, John Blair and Thomas Kidd, as councillors.

In respect to reeveship, the election was so close as to take the returning officers' vote to elect him. He and Councillor Mellis were the only ones to support the policy of the old Council, which they did to the best of their ability.

The other four members represented the interests of the other party, which was called the "Farmers' Party," or "Kickers," and against whom the Steveston Enterprise showered its weekly broadsides.

When the new council met they were faced with many difficulties. The old Council had made large payments on the contracts let to Geo. Oliver and McLean Bros., and for work done in Wards 2 and 3, far in excess of what these Wards were entitled to under the provisions of the Loan By-law, 1891, and the new Council were threatened with "pains and penalties" if they paid out for these works the money belonging to the other Wards. Under these conditions, they had to proceed cautiously, for the general revenue, even if it had been available, was not enough to fill the gaps.

Suit Against Council

On May 21st a committee was appointed to measure the work done by McLean Brothers, which they did, accompanied by the latter, and reached a satisfactory agreement as to the amount of work done, and the council promised to make every endeavor to make payment therefor as soon as they could raise money for that purpose. But that proposal was not satisfactory to these contractors and on the 4th of June they gave notice that they had entered suit for its payment. The other contractor, George Oliver, also was pressing for payment, but although he threatened suit, was persuaded by the council to leave it until financial arrangements could be made to pay him.

The council, through a committee, employed counsel Mr. Jervis, of New Westminster, to defend the case, whom they instructed to allow the contractors to get judgment if they dropped their claim for damages.

The McLean Brothers were making good progress with their dredge work under the East End Local Improvement Bylaw. After cleaning out the Daniels slough and extending the canal from it along No. 20 Road to where the peat bog got so deep they could go no further, leaving a part of this ditch provided for in the plan unfinished, they backed down to the mouth of the slough and began work on the dyke along the North Arm, but when they got up near the east end of the municipality, where some Chinamen had gardens, they were stopped by injunction. The new council found out then that there had been no steps taken by the former council to obtain or establish right of way by agreement or bylaw.

Suggested Road Round Island

A settlement was reached with the Chinamen by arbitration and the council by bylaw established a highway along the line where the dyke was to follow. As there were no settlers on this line above Bonnie Russell's place, except the Chinamen above mentioned, on the North Arm and none on the South Arm, no compensation was asked for nor did any other trouble arise in respect to establishing this road in this way.

This brings to the writer the recollection of having written to Mr. Wilson, of Victoria, in 1877, asking him to interview the Government with a view to getting them to undertake the work of building a dyke around Lulu Island, large and wide enough to have a road on top of it. But notwithstanding the fact that the Government still owned a large amount of the land on the island they would take no steps towards carrying out such a work.

Early in this year the settlers on and near No. 5 Road, who had asked for the establishment of a scow ferry before, to connect with the old road, built in 1875, which is now Fraser Avenue, began to press for the building of a bridge to make that connection. Plans for such a bridge were prepared by Mr. Warren, C.E., then owner of the land just east of No. 5 Road on the river, and forwarded to Ottawa in order to get permission for the construction of such a bridge, which was, after some delay, granted, but much greater delay had to be borne by these people before their efforts bore fruit.

In this connection it should be noted that Mr. Abbott, of the C. P. R. Company, was interviewed later in the year, for it was still reported that the C. P. R. was going to build a road onto Lulu Island. But this interview did not encourage any hope that the C. P. R. would join in a joint railway and traffic bridge, and further, Mr. Abbott stated that as far as he knew of the plans of the company at that time the location of their bridge would be at least one mile further west of the proposed bridge. Other works requiring a large capital expenditure were being asked for, among which was a wharf and warehouse at Woodward's, much needed then by the people of that part of the municipality.

But it was not the immediate or prospective needs of the different parts of the municipality, as set forth in petitions, etc., that were the greatest concern to the council of the previous year arising from their contravention of the Loan Bylaw 1891; and while they regretted the course they had to take in refusing to pay Messrs. McLean Brothers and George Oliver the amounts due them for work done in Wards II and III in excess of that provided for in the bylaw for those wards, they had in view the raising of the money needed for that purpose by passing another Loan Bylaw, as soon as the electors realized the necessity of doing so, in order to do justice to the other wards in regard to the work provided for under the terms of the 1891 bylaws.

First Municipal Audit

Although the report of the finance committee on the condition of the accounts, which was found to correspond very closely with that submitted by an auditor appointed by the

government later on, might under ordinary conditions have been accepted as a basis for a new loan bylaw, the council knowing that the report of this committee would likely be called to question, decided by resolution passed at their meeting held on October 3rd, to address a petition to the Lieutenant-Governor-in-Council to appoint an auditor, as provided for in the Municipal Act, to examine into and report on the financial condition of the corporation. This petition was granted and Mr. Joseph Pierson appointed to do the work.

The writer thinks this was the first time the government was asked to appoint an auditor to report on the accounts and financial affairs of a municipality.

When the suit of McLean Brothers was tried the judge refused to give them judgment on the grounds that they held no lawful contract—no contract properly signed and sealed by the Corporation of Richmond.

But this did not relieve the corporation of the moral obligation of paying for work done by them.

The auditor's report is too lengthy to give here, but it may be said it pointed out the contravention of the provisions of the Loan Bylaw 1891, and the amounts wrongfully appropriated for work in Wards II and III.

On this report was based the provisions in the Loan Bylaw 1893, to be referred to later on.

The contention arising from the conditions above stated led to a good deal of bitter feeling, which found some expression at the council board, but to a greater extent through the columns of the press, especially in the Vancouver World, both before and after the election of the council for the year 1893.

Early in the year 1892 O. D. Sweet resigned from the office of clerk of the Council, and Thomas Miller Rae was appointed to that position.

It should be also mentioned here that early in 1892 Wm. Oliver was appointed road overseer, and held that important position for about twelve years. Mr. Oliver was a most reliable and efficient officer, and under him there was no ca-canny principle allowed to prevail in carrying on the work under his supervision. And he never spared himself by day or night when work was urgent, and which was often the case when flood-boxes were being built or out of order.

First Constable and Lock-up

Mr. Oliver became the owner of the old Garrypie place, now the site of Marpole; and although he sold out before the boom reached its height, he realized enough out of his venture to place him on "easy street" for the remainder of his life.

In the year 1891 the first permanent constable was appointed in the person of Mr. Herbert Drummond, and, as Steveston was growing apace, it was found necessary to provide a lock-up to take care of our own violators of the law.

It should be noted, too, that W. H. Steeves, soon after he registered his town site, built, in addition to the opera house already mentioned, a hotel which he named the "Richmond," and soon after started a good store, also took steps to get a post office established wherein he succeeded and which is now the distributing centre for the mail on the lower south side of Lulu Island.



The Steves Family on Its Way to a Blueberry Picnic along No. 5 Road

Mrs. J.M. Steves, Winnifred, Jessie, and Jean Steves are with Leleah Wescott on the buggy. Joe White is leading "Gus" Wescott's pinto pony which had corns on its feet and had to be soaked in hot bran. City of Richmond Archives
Photograph 1978 9 8

First Richmond Agricultural Show

As the salmon canning industry on the Fraser River was now attracting capital and Steveston was well situated to become a centre for that undertaking, the permanent population in the years 1890-91 and 92 grew rapidly and when the canning season of 1893—a year of the big run —opened the summer population was that of a good sized town. Mr. Forlong, who has already been mentioned as the first storekeeper in the town site, was not without competitors, and store keeping there in the summer was a profitable business. Mr. Sisson, Mr. Petersky and Mr. Rubinowitz were some of the early store keepers. And as proof of the keen efforts made by the father of the townsite to make it a

centre for the farmers also, he arranged to hold the first Richmond Agricultural Show in Steveston in 1892, to which the council gave a grant of \$50.

As the population grew it led to several stages being run to connect with Vancouver. Among those who ran such were Freeman Steeves, his brother W. (Billy) Steeves, H. Trites and "Gus" Westcott.

So much for Steveston at this time.

When the municipal election for the year 1893 was held it resulted as follows:

B. W. Garratt, reeve; Duncan McDonald, councillor for Ward I; Edward Hunt for Ward II; John Blair, for Ward III; Thomas Kidd, for Ward IV, and A. H. Daniels, for Ward V, all of whom were belonging to the "Farmers" or "Kickers" party, as the other party called them, except Councillor Hunt, and he was a partner with Costello & McMurrin in the Steveston cannery, he had taken no side in municipal controversies up to that time. This was Mr. Hunt's introduction to municipal work in which as will be shown later on, he gave Richmond valuable service. By ability and enterprise he developed the leading and very profitable mercantile business in Steveston. This he began in 1894, which he sold out in 1909 and moved to the city of Vancouver, where he has been equally successful, being owner of the "Richmond Rooms" on Hornby Street. Mr. Hunt was born in Gloucestershire, England, in 1855, and came to B. C in 1888, and is now able to indulge in his favorite past-times, music and reading.

Settlers and Council

The year 1893 was a very busy one for the Council of Richmond. In addition to the continuation of road building they took up the matter of getting a bridge built from the north end of No. 5 Road to the mainland, already referred to. Ordinary revenues were small and to raise the amount needed for that work appeared to be very difficult. But so eager were the settlers who were to be benefitted by its construction many of them expressed their willingness to aid the undertaking by contributing directly towards the cost, and, as will be seen later on, this was done by many of them, the largest contributor being Mr. Wm. Wilson, of Victoria, who paid \$1500, being about half the amount raised in this way for this work. Early in the year a petition was circulated for signatures, asking that the council pass a bylaw to borrow fifteen or twenty thousand dollars to pay the balance due McLean Brothers and George Oliver for the work done by them for which they had not been paid. That petition was signed by a sufficient number of ratepayers to justify the council in passing such a bylaw, which was submitted to the vote of the electors on the 5th of June, and carried by a large majority.

The preamble of that bylaw recites, in part, as follows:

1. Whereas a petition has been presented to the Reeve and Council of the Corporation of the Township of Richmond, dated 18th day of March, A. D. 1893, representing more than

one half of the value of land or real property (as shown by the last revised assessment roll) registered in the names of actual residents in the said municipality of Richmond, as provided in Section 112 of the Municipal Act, 1892, requesting the Reeve and Council to pass a bylaw authorizing the borrowing of fifteen or twenty thousand dollars to pay for certain work done by McLean Brothers and George Oliver as herein set forth, in Wards II and III, and to give to the remaining wards in the municipality, vi. Wards I, IV and V, a proportionate share of the money for expenditure within them, and to aid in building a bridge across the North Arm of the Fraser River from the north end of Road No. 5 in the said municipality, across the islands known as Twigg's and Mitchell's Islands, to the wharf at the south end of the old North Arm road.

2. And whereas the said Reeve and Council are of the opinion that it is advisable and expedient to grant the prayer of the petition and to issue for the purposes aforesaid debentures of the said corporation for the sum of twenty thousand dollars.

4. And whereas the amount of the whole rate-able property of the said Municipality of Richmond, according to the last revised assessment roll, is \$1,528,728.00.

5. ... And whereas the present indebtedness of the whole municipality is \$100,000, etc.,

And the reacting provisions of the bylaw are, in part, as follows:

That the proceeds of the sale of \$4000.00 such debentures shall be placed to the credit of Ward I. \$750.00 to be used to pay in part George Oliver's bill as aforesaid, \$750.00 on Roads 12 and 13, and the remaining \$500.00 to be paid towards the construction of the proposed bridge across the North Arm of the Fraser River.

That the proceeds of the sale of \$8000.00 of the said debentures shall be placed to the credit of that part of the municipality which formed Wards II and III in the year 1881, that McLean Brothers \$4970.00 being the unpaid balance of their bill for work done out of this amount shall be paid in those wards, and \$1967.00 to George Oliver as part payment of the amount still due him for work done in Ward III. \$500.00 of the balance shall go towards paying for the construction of the proposed bridge . . . and the remainder be used for repairing No. II Road between Road No. 9 and the South Arm of the Fraser.

That the proceeds of \$4000.00 of said debentures shall be placed to the credit of Ward IV; that out of this amount \$1200.00 shall be paid for constructing a wharf at the south end of Road No. 5; \$500.00 shall be used for improving Road No. 5, south from Road No. 9 to Green's Slough, and \$500.00 shall be used towards paying for the construction of the proposed bridge across the Fraser River, and the remainder to be used for improving No. 3 Road within Wards III and IV.

That the proceeds of \$4000.00 of said debentures shall be placed to the credit of Ward V, \$3500.00 of which shall be used towards paying for the proposed bridge across the North Arm of the Fraser River, and the remainder to be used for repairing and improving Road No. 17 east, lying east of Road No. 5.

The provisions contained in the bylaw, as shown above, were for the purpose of "evening up" the work of improvements in the several wards of the municipality and the council proceeded to carry out the work as outlined therein.

The work of grading roads was being carried on in addition to digging the needed ditches on newer roads being opened. The work of grading was almost all in the hands of George Oliver, who by this time was fairly well equipped for such work. Of course all the gravel material had to be, as it is now, imported, and this contractor, who got his gravel largely from Port Kells (pit gravel of course) was put on roads where the haul was not far from the river, at \$1.65 per cubic yard. When the ground was soft and peaty the road bed was covered with cedar slabs before the gravel was laid.

The more important works of building the proposed bridge from the end of No. 5 Road to the mainland and a wharf and warehouse at the south end of No. 5 Road on the main river, were being prepared for.

To the former work the Provincial Government contributed \$5000. This and amounts as above provided by the terms of the bylaw, making \$5000 more, was supplemented by donations from private individuals to make up the cost of the work.

Messrs. Palmer and Corrigan, civil engineers, of Vancouver, were employed to prepare plans and specifications and the contract for doing the work was let to Mr. McGhie.

And before the end of the municipal year a contract was let to Messrs. Gilley & McLean, of New Westminster, to build a wharf and warehouse thereon as above mentioned.

The sale of the debentures issued under the authority of this loan bylaw of 1893, was delayed because of the doubt of its validity, arising from the fact that it might be held to contravene the provisions of the Municipal Act, as it provided for the payment for work already done as well as for work to be done in the future.

The party whose tender for the purchase of the debentures had been accepted was advised of this doubt, but agreed with the council to postpone the completion of the sale and purchase until the expiration of six months from the passing of the bylaw, after which time no application to quash the bylaw could be made.

This prevented the payment to McLean Brothers and to George Oliver the amounts to be paid them under the provisions of the said loan bylaw, 1893, until the meeting in December of that year.

In the meantime Messrs. McLean Brothers had published notice that they were going to apply to the legislature to pass a private bill "to authorize and enforce the payment by the Corporation of the Township of Richmond" the amount due according to the award given by the jury in the case brought by them in the Supreme Court, above referred to.

During the year 1893 the municipality as a whole had been prosperous, though the price of farm products was very low, but as farm expenses were low also, the farmers were on the whole doing well and hopeful of better times.

Owing to the year 1893 being a year of the "big run" of sockeye salmon, the canneries, which now in Richmond had reached the number of fourteen, put up a pack of over 295,000 cases, and in consequence gave Steveston, which was the centre of this industry, a large increase of population and business generally.

The election for the Council of 1894 brought in B. W. Garratt for reeve, and Duncan McDonald for Ward I; Duncan Rowan for Ward II; M. W. Wilkinson for Ward III; Thomas Kidd for Ward IV, and H. H. Daniels for Ward V, all of whom were supporters of the policy of the councils for the years 1892 and 1893.

Public-Spirited Settler

This list contains a name not mentioned before in this sketch, viz., Duncan Rowan, and in this year he began a service in municipal affairs that continued for many years as councillor and later as reeve.

D. Rowan came to this province from Ontario in 1878 and at first located on some land in Surrey, but found in that undeveloped district little encouragement for permanent settlement.

The salmon canning industry, which was beginning to develop rapidly, attracted his attention, with the result that in 1890 he built a cannery at Terra Nova, which he named after the locality.

In this he prospered and became one of the leading canners on the North Arm of the Fraser, and yet found time to give his services to the municipality of Richmond for many years, as above stated.

He was also an enthusiastic and energetic member of the Richmond Agricultural Society, of which he was president for many years, and it was largely through his efforts that the Agricultural Hall was built in the old municipal grounds, which, like the old municipal hall, has practically disappeared.

Early in the year (February) the work on the new bridge (Mitchell's Island bridge) was completed at a cost of about \$13,000—a good bridge and one of the cheapest structures of its kind ever built in the municipality. Towards this structure the Provincial Government contributed \$5000.00, the balance being provided for by the provisions of the Loan Bylaw 1893 to the amount of \$5000, and by the contributions of the land owners in the vicinity of the north end of No. 5 Road and a small amount of general revenue for the Ward.

Next to this in importance was the construction of the wharf and warehouse thereon at Woodward's, which was also a substantial structure and cost only a little over \$1500. These were the years, as compared with the present, of low wages, cheap lumber and other materials.

McLean Brothers Paid at Last

At the session of the Provincial Legislature of this year was passed the private bill asked for by Messrs. McLean Brothers, the principal clause of the enacting part is as follows:

"For the purpose of raising the said money or such portion of it as they may be unable to pay out of the proceeds of the debentures under the authority of the said bylaw passed on the 5th day of June, 1893 (which is declared to be a good, valid and subsisting bylaw, the said corporation shall and they are hereby required, in addition to all other rates, forthwith after the passing of this act, to levy a rate upon all the rate-able property in the municipality of Richmond sufficient to pay to the said McLean Brothers and Robert Anderson, the said sum of \$2328.94, or such balance of said sum as may remain unpaid due after payment of any money the said corporation may have on hand from the sale of the aforesaid debentures, and to pay the same to the said McLean Brothers and Robert Anderson."

The passing of the Act relieved the council of 1894 of any anxiety they otherwise might have in respect to their power to pay the amount due to McLean Brothers out of any money they had in hand, or to raise additional funds by laying a special rate for that purpose without being attacked by ratepayers for making illegal payments or levying illegal rates.

If the purpose of the council of 1893, in getting an auditor appointed by the Government, was to show that members of a former council had violated the provisions of their own bylaw passed by the vote of the electors, to the disadvantage of some parts of the municipality, the action of the Legislature in passing McLean Brothers' private bill gave proof that if the electors of a municipal corporation elected men who contravened the provisions of the Municipal Act, or bylaws passed under such, they must pay for their foolishness in doing so.

Thomas Kidd, Richmond's First M.P.

Among the provisions of the Redistribution Act passed by the Provincial Legislature at the session of 1894, was one to divide the old New Westminster District into four ridings. Before that time the said district was represented by three members, but by this division the same area was to be represented by four members, and it came to the honor of Richmond to have its name given to one of those ridings. Burnaby and South Vancouver had been incorporated as municipalities only two years before, the latter, of course, including what is now Point Grey. In both of these districts the population was very

small, and heavy timber covered most of their areas, so that Richmond stood out as the most populous and important of any part of the new riding. There were practically no voters on the north shore of Burrard Inlet, except the population around Moodyville mill, and with the exception of the small settlement at Squamish and Gibson's Landing the scattered settlers on Bowen Island and on the shores along the coast were almost a negligible quantity, and it would have taken an enthusiastic candidate to have visited Pemberton Meadows at that time. How all this has changed need not be dealt with here.

Richmond Municipality had also the honor of supplying the first member for Richmond Riding in the person of Thomas Kidd, who was elected three times afterwards as a supporter of the Provincial party, led by Mr. Charles Semlin, under whose administration as Premier, alas all too short, gave us, in the opinion of the writer, the best government British Columbia ever had.

Thomas Kidd withdrew from political life when Richard McBride and his supporters declared for the division of our legislature on Dominion party lines.

Great Damage by Freshet

Of the great damage wrought by the high freshet of the Fraser River in this year to the settlements on its lower reaches, Richmond bore a share, and although much less than that suffered by most of the others, it was considerable. The greatest municipal loss was the destruction of a large part of the newly built bridge, of which more than half of the stretch between Lulu Island and Twigg's Island was carried away, much to the disappointment of the settlers of that part of the municipality, who had worked so hard and contributed so much for its construction, and especially to A. H. Daniels, councillor for that ward.

This, and some damage to portions of the dykes, mostly on the upper end of Lulu Island, were the principal losses from the extreme freshet of that year.

Before passing from the year 1894 it should be noted that the Steveston Enterprise of November 3rd, 1894, contained its own obituary and gave evidence of its age as being No. 39, of Volume VII. A rather unique production, but its field was too small to yield it sustenance.

When the election for 1895 took place it made no change in the personnel of the council from that of the previous year, but as the population of the municipality, especially in and around Steveston, was increasing materially, it required a more definite division of responsibilities on committees than had been thought necessary up to that time. In consequence Councillor M. B. Wilkinson was made chairman of finance, D. Rowan, chairman of police; Thomas Kidd, chairman of health, and A. H. Daniels, chairman of the board of works.

A report of the board of works showed that considerable damage had been done to roads, arising from the damage done to dykes, and this added to the damage done to the North Arm bridges, gave a good basis for a plea to be made to the Provincial Government for help to make repairs. As the government was helping most of the settlements that suffered from the extreme freshets of 1894, the petition of Richmond received favorable consideration to the amount of \$800 for the last named work.

But as this promise did not come until the council meeting in April, and in view of the shortness of funds and the shortness of time between that date and the high summer freshet, they decided to postpone the work on the bridge until the latter event took place. But at their meeting in June a motion was passed authorizing the employment of Messrs. Palmer and Corrigan to prepare plans for the construction of the demolished part of the bridge, and at the meeting on July 6th it was ordered that tenders be called for doing of the work.

In reply the following tenders were submitted: McLean Brothers, \$2120.00; W. A. Rennie, \$2089.00, and J. B. McGhie, \$1777.00. Of these the last named was accepted.

Artesian Boring

In previous years considerable discussion had taken place from time to time in regard to putting down a test well to find artesian water. So early in 1895, this discussion was renewed and resulted in a tentative agreement being signed by a number of the farmers, mostly on the west end of Lulu Island, to contribute towards paying for such a test being made, and as the test must be made on the municipal grounds the council agreed to give \$300 towards the venture. Mr. Alex. McLeod, then living on Sea Island, who had had some experience in such work, offered to undertake this and to put down a pipe to a depth of 700 feet for one dollar per foot, or until water was found within that depth.

Mr. McLeod proceeded with the work in the summer and by October had reached a depth of 700 feet without finding the kind of water sought.

At this juncture Mr. Garratt, the reeve, called a meeting of the ratepayers to discuss the question whether the boring should be gone on with or not. At this meeting a resolution was passed in favor of going on with the work to a depth of 1500 feet, if necessary, and Mr. McLeod agreed to go on with the work to that depth for the same price per foot, provided he struck no granite or basaltic rock, and if he were asked to go through such it would cost \$2.00 per foot. When the depth of about 1008 feet was reached the council and the contributors to the fund were of the opinion that it would be unwise to go further, because, even if water were found at or near the depth reached, very few of the settlers would go to the expense of putting down a well. In consequence this ended the effort to find good water in this way.

Richmond Gold Excitement

But if this effort failed to find water it led up to other results which for a while were more exciting, though to many were equally disappointing.

Living at Eburne there was a man by the name of Charles Barney, reputed to be an experienced miner, who went and examined the borings brought up by Mr. McLeod's machine and, which the writer should note here, consisted of nothing but the sandy debris similar to that which is found a few feet under the surface of the land of these islands. It was reported that Mr. Barney took a sample of these borings to Vancouver to have them examined and assayed, which resulted in a report being spread abroad that they contained gold in paying quantities. This created quite a gold fever in Richmond, and more especially for the reason that on the 30th day of October, 1895, there appeared in the B.C. Gazette an advertisement setting forth a memorandum of an association to be known as the "Richmond Developing and Mining Company."

That memorandum sets forth at great length the purposes of the association and near the end says: "To do all things as the Company may consider incidental or conducive to the attaining of the objects of the Company. And the amount of the capital stock of the Company shall be \$120,000.00, divided into shares of \$10.00 each."

This document was signed by Alexander McLeod, Charles Barney and John Thomas Errington.

The news of all this spread rapidly and led to a large number being added to the class of miners in this part of the province, if the purchase of a miner's license brought those qualifications. All of which led to a large part of Lulu Island being staked off as "Mining Claims," and to a considerable increase in the provincial revenue.

How many shares were sold the writer does not know, but he thinks the company was never incorporated.

During that winter Mr. Charles Barney left Eburne and, as far as the writer knows, never came back.

In the early years of the settlement of these alluvial, overflowed lands, it was somewhat of a problem to get good water for household purposes, especially for those who lived away from the main watercourses.

The old settlers were satisfied with the river water, which they put into barrels to let the sediment settle to the bottom, which left the water comparatively clear.

But in the winter-time when the volume of water carried down by the river was small, and the tides running high, the salt water predominated and it was only at extreme low water and just before the tide began to return that fresh water could be obtained.

Water Shortage

As time went on and the settlers found time and means to add to the conveniences of their households, many put up tanks to hold rain water caught from their buildings.

But as the population of Steveston grew the difficulties for them increased with the result that the canneries had water brought down from New Westminster on the daily boat, then running on the river, while the needs of the other residents who had no such opportunity gave rise to water wagons being employed to carry water from the mainland at Eburne, which in the summer time was a lucrative business.

But at the meeting of the council on July 6th, 1893, a communication was received which bore evidence of the fact that there was a part of the population of Steveston not quite satisfied in being confined to beverages which exhilarate but do not inebriate or elevate. This was from the secretary of the "Steveston Club," giving formal notice of such being opened.

This was the first of several such associations which were formed in Steveston, and the writer believes that because these became so famous (?) the Municipal Act was amended in 1896 by which the definition of a "club" was given and the amount to be paid for an annual license was fixed.

The writer would not purposely leave the impression on those who read this that before this time the people of Steveston were without opportunities to get other beverages than those concocted in the kitchen, for at this time there were several stages to and from Vancouver whose drivers were very obliging in buying and carrying parcels for their customers.

The creation of clubs lessened to some extent the business of the stages, but between them supplied a demand of which they were much relieved by the granting of licenses to the hotels of Steveston, which will be referred to later on.

The council elected for 1896 was D. Rowan for reeve, and Councillors J. W. Miller, for Ward I; George Scott Dutcher, for Ward II; B. W. Garratt, for Ward III; Thomas Kidd, for Ward IV, and A. H. Daniels, for Ward V.

Councillor Dutcher adds a new name to the list of councillors up to this date.

He came to Steveston as a partner in one of the new canneries. This was the only year he served in the council, and, in fact, did not remain long a citizen of Richmond.

It should have been noted in the record of the year 1894 that Richard H. McClinton was appointed early in that year as clerk, following the resignation of Thomas M. Rea, and now it should be noted that, following the resignation of R. H. McClinton early in 1896, A. B. Dixon was appointed to that position.

A. B. Dixon had become a resident owner in Richmond in 1891 by buying the small farm owned by Hugh Youdall, at Terra Nova. Mr. Dixon served the council of Richmond as clerk, assessor and collector for over ten years, and after that gave service to the municipality as councillor in 1907. He gave other services to the community of Richmond, such as secretary of the Richmond Agricultural Society and to the School Board. By a wise investment in farm property on the south side of Lulu Island, which, after getting it improved, he sold at a high price, he was able to escape from enforced activities and is now living retired near Marpole.

Twenty-three Canneries

The year 1896 was rather an uneventful one for Richmond council. The revenue was still small and therefor not much new work could be undertaken, as the roads already built, especially the planked ones, took a good part of the income to keep them in repair.

But this condition did not apply to the salmon canning industry, for considerable addition was made to the number of canneries during this year and the beginning of the next, as is shown by the fact that at the beginning of the canning season of 1897 there were twenty-three canneries in the municipality ready to operate, as compared with fourteen in 1893.

This development in the canning industry gave an equal impetus to the growth of Steveston, but neither of these developments added much immediate increase to the revenue while it added new responsibilities and expense to the work of the council.

It has been noted that in 1895 there was notice given to the council of the formation of the "Steveston Club." This was the forerunner of other such clubs.

These added to the work and responsibilities of the Licensing Commissioners, who had "power to examine officers of a club and to call for production of books and papers." "None but members have a right to buy liquors, except non-residents; and members must be regularly elected and pay an entrance fee of \$12 per annum."

As defined by the Act, "A club shall mean and include an association of not less than forty, whose objects of association are mutual recreation or improvement, and the keeping for the members a place of resort wherein spirituous or fermented liquors are consumed by members at a tariff fixed by the rules of the association, and the proceeds of which are applied to the use of the association."

A club had to pay in advance \$100 a year for a license.

Up to this time there were no licenses issued to sell liquor in Richmond, and indeed very few buildings had been put up in Steveston to comply with the requirements of the law in respect to granting of hotel licenses, but the growth of the town was increasing rapidly and in view of the "big run" in 1897, a number of buildings were put up in the end of 1896 and beginning of 1897 which were intended to fulfill those requirements.

The election of 1897 brought no change in the reeveship nor in Wards I and IV. John Blair took the place of B. W. Garratt in Ward III, and Alexander Mitchell the place of A. H. Daniels in Ward V, while Ward II added a new name to the list of Richmond councillors by electing Robert P. Carter for that ward.

R. P. Carter had become a resident owner in Steveston and had located there for the reason that he thought he saw it gave him an opportunity to employ the ability that a wide experience in many directions had given him, especially as a millwright and general mechanic. He was a man of energy and enterprise, but in a few years found that Steveston, as a salmon canning centre only, did not give him the opportunities that at first he thought it would afford.

First Fire Chief

Early in the year 1897 a petition was presented to the council signed by the property owners of Steveston representing more than half of the value of the real property within the said townsite, asking that a bylaw be passed to authorize the levying of a special rate on the property within the said townsite, to raise the sum of \$1000 for the purpose of procuring means to extinguish fires; the said sum to be raised in one year.

In response to this petition a bylaw was passed for the purpose asked for, under the name of the "Steveston Fire Department Bylaw."

And in May of that year another bylaw was passed in this connection, setting forth the manner in which the committee of wardens should be appointed and the powers given them to carry out the provisions of the bylaw.

This shows that the people of Steveston were conscious of the danger of fire to their town and were willing to pay for the protection they asked for.

In reciting this part of the history of Steveston it gives the writer pleasure to bring in the name of John D. O'Neill, who was appointed first chief of the fire department. Jack O'Neill is the most outstanding figure amongst the old-timers of Steveston, to which he came early in 1891, and where he has resided ever since.

Mr. O'Neill is a native of Ontario, which he left when quite young heading westward. He helped to build the C. P. R. on his way in getting to B. C.

The people of Steveston and those in its vicinity who went there to take part in and enjoy the social dances, which were more frequent twenty-five or more years ago than they are now, will remember with what skill, geniality and gentlemanly deportment he gave his services as floor manager on such occasions.

Steveston "Clubs"

In the year 1896 the "Clubs" in Steveston, and the manner in which they were formed, had become a standing joke in the municipality.

It was reported that interested parties found the entrance and membership fees, and had same handed on from members who had joined to others desirous of joining, and that "mutual recreation and improvement" as generally understood, was not the leading motive of most of those who became members.

All this resulted in creating a belief in the most of the community that the licensing of hotels to sell spirituous liquors would be preferable to its being provided by these organizations called clubs, and as a consequence led to petitions being signed by a three-fifths majority of the residents of Steveston and the prescribed area adjacent thereto, asking that licenses be granted to hotels to sell spirituous liquors.

Before the Licensing Board met in June, 1896, a number of hotels had been completed or nearing completion and the names of those applying for licenses will indicate that number and, to those who know Steveston, the names of the hotels.

Harry Lee, Young & Insley, S. McHugh, Messrs. Twigg and Mrs. McDonald.

The applicants were in high hopes of being successful, as they believed they had petitions signed, as was required by the Act, and they had with them when they appeared before the board some leading lawyers to support their applications, one of whom made a very long and eloquent address to show that spirituous liquor was a commodity of commerce and that the licensing system was a municipal law intended to regulate but not to prohibit its sale. There were others there too (indeed the hall was well filled that day) some of whom spoke as earnestly, if not as eloquently, against the granting of these licenses.

When the board proceeded to consider the applications the chairman asked the clerk if the applicants had deposited with him notices of their applications and proofs of such being published as required by the Licensing Act. The clerk replied by stating that no such notices had been deposited with him, but he believed that the notices had been published in the newspapers and posted up as required by law.

The board took the view that the failure to deposit with the clerk the notices as required by the Act was fatal to their applications and therefore refused to grant the licenses asked for.

By the provisions of the Act these applicants could not apply again for licenses for the same premises until the expiration of twelve months from the date of such refusal.

At the end of the 12 months new applications were made with better success, for all the hotels in Steveston that had accommodation to comply with the provisions of the

Licensing Act were granted licenses. The granting of these licenses had a fatal effect on the "clubs," and lessened to a minimum other sources of supply.

For there are no better detectives for illicit sale of liquors than those who have a license to sell them.



The Bar in the "Sockeye" or Steveston Hotel

The door at the back led to the barbershop.
City of Richmond Archives photograph 1984 17 86

Waiting for "High Tide"

The year 1897, as noted above, was a "big run" year for salmon, and a pack of over half a million cases was put up by canneries in Richmond, and many more could have been put up if there had been more canneries to handle them.

This was evidenced by the fact that during that fall many hundreds of thousands of dead salmon were scattered along on the sloping banks of the river, salmon that had been thrown off the wharves because the canneries could not handle all that was caught. This, of course, was nothing new, but owing to low water in the river that fall, and low tides, these fish were not carried out into salt water until late in the fall when the tides began to increase. The odor from these dead salmon was very offensive to sensitive nostrils and, as some thought, dangerous to health. In consequence the council was petitioned to remove the nuisance, but the council thought it too big an undertaking and was willing to wait for a "big tide." The petitioners then appealed to the head of the Health Department at Victoria, then the late Dr. Davie. That gentleman came up to inquire into the matter. The chairman of the health committee of the council, with some misgivings, met him and accompanied him along the banks of the river, but neither during this survey nor while they ate lunch together at Steveston did Dr. Davie, as head of the health department at

Victoria, express any definite opinion on what should be done to abate the nuisance complained of, but went back to Victoria and, like the council, waited for a "high tide."

The writer does not remember in what year ships first came into the river to load canned salmon for Europe, but in the fall of this year (1897) several ships came to Steveston for that purpose—good old-fashioned sailing ships—and their crews helped to keep Steveston lively while there.

Late Jonathan Miller

In the fall of this year the Richmond Agricultural and Industrial Society had their hall completed, which, by permission of the council, was built on the municipal grounds, and within that hall and grounds was held the exhibition for that year and which was thought by visitors to be a very good one for that period.

The then Provincial Secretary, Col. the Hon. James Baker, was present to open it and a large number of people from Vancouver were in attendance. Indeed, the citizens of Vancouver in those days were liberal in their help towards a prize fund and many of the business men gave special prizes for some classes of exhibits.

The late Jonathan Miller, then Vancouver's postmaster, and the most outstanding link connecting the pre-Vancouver days with the then present, was a constant visitor.

Fond of a good horse he was, and enjoyed going where others had good horses. There were no autos in those days and a good horse and buggy were the best we had before Mother Shipton's prophecy about horseless carriages came true.

The election for the year 1898 made two changes from that of the year previous. It brought Ed. Hunt back for Ward II, and Rice Rees for Ward IV.

The latter brings a new name to the list of councillors up to that time.

Rice Rees came to Lulu Island in the winter of 1881-2, when he was yet under 16 years old. He came as a special apprentice on board a ship that brought a load of rails to Port Moody for the C. P. R.

I say "special apprentice" for the reason that the captain, who was a close friend of his father's, looked upon the boy as his ward until he got him back.

Sailor Boy's Success

The young man was attracted by the looks of B. C.— the great harbor of Burrard Inlet and the big forests around it; and he had heard something of New Westminster and the Fraser Valley. But faithful was he to his duties on board the ship, until the night before

she was to sail, when he managed to get ashore, and in a few days found his way to Woodward's on Lulu Island, not overloaded with clothes or money, of course. But such a boy could not have found a much better settlement to drop into—all bachelor cabins with open doors for such as he—no fear of starvation at least.

He worked for Woodward for a short time and then for others of the settlers. He was almost too young to undertake the heavy work of dyking and clearing, but he "made good." He went back to Wales, his native place, but did not remain there long, for he was back to B. C. within two years, where he found a hearty welcome. He worked for Hector McDonald, and later for Walter Lee, to whom he was valuable help, which was very much appreciated by his employer, who was then getting up in years. It was from Walter Lee he bought his first forty acres of land, to which he has added materially since, and now he may be looked upon as one of the successful ones—not so by any special favor of fortune, but by hard work and good, careful management. That he has given good service in the council is shown by the many times he has been re-elected to that body.

The revenue of the municipality in those days was not increasing as rapidly as the population, and as the cost of repairs to roads already built and keeping in repair the Eburne bridges, an ever-increasing load left little for new work to be undertaken. But the councils of those days were frugal, kept down overhead expenses, including their own indemnities, as much as possible, and were encouraged by the hope that the Provincial Government would take over the care of the bridges across the North Arm and so relieve them of that heavy burden.

Much might be added to this desultory history of Lulu Island dealing with the development of more recent years, but it would overweight the story and, after all, the foregoing account has been an effort on the writer's part—however inadequate—to tell of the early pioneering years and of many of the pioneers who bore "the heat and burden of the day" in order, it is true, that they and their families might live, but also that those who came after them might experience easier going than they themselves had experienced. The rest may be found in newspaper files. Despite the laborious days those pioneers lived, the few survivors look back on those early years of struggle with the pleasure which is afforded by memories of sterling friendships and good fellowship, feelings which are more often engendered by a strenuous common life in a pioneer community than by the easier and more prosperous conditions which follow when the goal has been achieved.

Occasional Poems

LULU ISLAND

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

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

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

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