

Capt. H.L. Gilley

Interviewed April 17, 1972.

Stories about Austin Harris, old Police Chief in Richmond - Fentiman discusses his old gas rig that tapped swamp gas from a drilled hole - (story about this) - Capt. Gilley born 1901 in New Westminster - ^father and 3 uncles ran Gilley Bros. Rock Quarry - much rock ~~got~~ from quarry for Richmond roads - discusses operation of quarry - father was tugboat master until 1908 - 1909 when he joined brothers at quarry - discusses various operations that led to the building supply business - owned property from which sand and gravel were extracted - other companies often leased land, removed rock and sand, and left the property - as a boy, went with father on tugboat up to quarry - learned to swim at White Rock - describes White Rock around 1904 when it was just beginning to develop - discusses parents walking on White Rock pier with children at end of a rope swimming along side the pier - retired in 1967 as a Fraser River Pilot - started working on tugs about the end of W.W. I - general observation that few fishermen can swim - talks about Cold Storage Plant in Steveston and the various canneries on the Ladner side - worked first on the Gilley's tugs - then got master's certificate - then went "coasting" with Kingsley Navigation Co. - talks about this - he and brother went into own business of tug boating until 1933 - then joined Pilots Association - talks about qualifications for this position - Fraser River changes every year at Freshet time - river has to be re-surveyed every year and new charts published - (talks about coastal vs. River pilots) - talks about North Arm traffic - main channel on South Arm was where the deep sea traffic to New Westminster and beyond was located (talks about this) - not as many log booms on South Arm as North Arm -discusses log booms, log barges, log bundles - notes that there is

shelter for mouth of North Arm but none for South Arm - fuel (wood) was hauled over to New Westminster from Surrey on the frozen Fraser during winter - first bridge from New Westminster over Fraser was in 1904 - Fraser isn't allowed to freeze anymore to-day due to river traffic - (talks about freezing of the River in some detail) discusses "skim ice" being hard on wooden barges as it would cut through the hull in about an hour - (stories about ice cutting into wooden hulls) - ice would layer on top of itself to 6 or 7 feet thick due to river currents - talks about skating on sheltered section of South Arm next to B.C. Packers - freshet discussed and described in some detail with respect to river flow speed and depth of water - talks about danger of navigating on river during freshet time - peak is usually during June - normal conditions occur about August - no one in the Coastal or Pilot service has put in as much Piloting time as Gilley has - probationary period for 12 months and paid \$125.00 which was increased to \$250.00 month - Pilot Association was owned by Pilots who built their own boats - licensed by New West. Pilotage Commission - discussion about Ben Rose and Sid Watts - earlier drum drive was called a "live roller" - this is described - talks about early sternwheelers and gives their names - used to travel as ferry between Steveston and New Westminster carrying goods and people - describes sternwheeler converted into a floating camp that is yearly towed to fishing sites - Fentiman describes his discovery of an old broad axe - river ferries went as high as Yale - discusses this - talks as well about the William H. Ladner, a ferry between Ladner and Woodwards Landing - small people ferry between Ladner and Steveston (end of 7th Ave.) was called the Sidney ferry - talks about fishing boats and nets getting in the way of the big ships - talks about collisions between

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little boats and the big vessels - talks about early fogs rising about 6 or 8 feet above land and drifting over river - masters of vessels often requested Pilots to anchor to wait out the fog - talks about the master of ship being the final authority - pilot could only advise and if Master wished, the advice could be ignored - talks about leading lights on river installed 1934 - no night navigation until after the leading lights were installed - pilot boat kept at foot of No. 2 Road then - later moved to foot of No. 1 Road - talks about experiences with Pilot boat - talks about the "examination vessel" at mouth of Steveston during W.W. II checking all inbound ships - (extended story about German submarine next to Steveston Lightship) - story about selling government boat to old Japanese by soldier standing guard duty - Gilley volunteered for Navy in 1941 but was never accepted - another story about recruiting during W.W. II - discusses blackout at beginning of W.W. II - (extended story about bombing of Pearl Harbor)

TAPE 17 - SIDE 1 and 2.