

Mr. Norman Marshall

Interviewed Feb. 19, 1972

Born 1894 - Came to Richmond at the age of 11. His first home was at the corner of 4th ave. and Pleasant St. He moved to 1st Ave. and Broadway in 1915 and has lived there ever since. He started off as a bookkeeper in local department store, 1910, went to Eburne Sawmills and handled lumber to 1917 - from 1917 he drove truck and then to Imperial Cannery and Columbia Cold Storage, 1920, then Plumbing and Sheet Metal in 1926, went to work for Machine Shop to 1930, did anything during depression. 1935 got agency for Vivian Engines and when Japanese were evacuated he took over boathouse and he stayed and worked on engines to 1946. It was sold and he went to work in another boathouse to 1964 when he returned. When the Japanese evacuated they could only take what they could carry - homes were boarded up. The Custodian had sales once a week and held an auction. Fishing boats were taken and moored up river and later auctioned. The Japanese came back and Government aid gave back certain monies for their property. The number of Japanese that came back could have been around 25%. The younger ones were the ones to come back. Japanese school was held along side the Japanese Hospital. After regular hours English was taught.

Entertainment was provided in those days by gramophone, also the piano. There was dancing in the Opera House on Saturday nights. There were Indians before the Japanese, but they lived on reservations. Kirkland Island had a Fish plant where fish spoils were reduced to oil. It was called Oilery Island, eventually it burnt down and was never rebuilt. They brought coal in by scow from Nanaimo to make steam for canning in Canneries. Heated homes with coal and wood, this was bought from coal and wood dealers. The dealer had a team of horses and he would weigh the coals and put it in sacks. In 1914 or 1915 trucking started

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When houses were built in those days the weight of the chimney was on the house, if a fireplace was built the house would sag and they hung the weight on the interior or exterior wall.

He hauled planking for roads, but the actual laying was done by the Municipality. Eburne Sawmills had an outlet in Steveston, which was later taken over by B.C. Packers for a warehouse. People came with blueprints and the lumber was cut to suit and this was sent from Eburne. Dr. Hepworth came after the Gold Rush, he built the Brick Block in 1911-1917.

At the foot of Bayview St. the jetty went out to the lightship, later the lightship was abandoned and a stationary light put in. There was a bridge out to the Scotch-Canadian Cannery over the tide flats (Sturgeon Banks) The original Post Office was at River and No. 2 Road, called the Lulu Island Post Office. He goes on to outline the fires in Steveston in detail. He drew a picture of the first pumper fire truck. There was water (spring) on fourth Ave. he brought home for his mother to wash. Everyone had their own rain barrel. The first water to be piped into Richmond came from Coquitlam and ran along the River. Later water came from Vancouver. Fentiman derrick and well along side the Japanese hospital this provided heating and cooking gas for them. Another derrick was installed at the corner of Granville Ave. and No. 1 Road but never anything came of it. But Fentiman did hit a good pocket. Sunday night the gun would go off and the fishing would start. The fishermen would sit and ^{wait}~~weigh~~ for the gun to go off.

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Two hotel owners named Lafonde - Royal Canadian Hotel and Star Hotel - both French Canadians - Francis dairy farm east of No. 1 Road and South of Francis Road - across No. 1 Road was the Mah Bing ranch - west side of No. 1 Road from Blundell to 1/2 mile of Francis belonged to M.S. Rose - Otto Engbaum formed part of property along No. 1 Road - Gilmore ranch bordered No. 4 Road near No. 5 Road - to get in to main house - one had to enter from dyke - Finn Slough settled by an entire colony of Finns - Thomas Kidd's place was around Shell and Steveston Highway - had a Grey-Dort car (story about this car).

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