



OLD HASTINGS MILL STORE MUSEUM. Built in 1865, this historic store is all that remains of Vancouver's pioneer days. The oldest building in the city, it survived the Great Fire of 1886 and today serves as a beacon for the preservation of our pioneer history. Rescued from demolition in 1930, by a group of forward-thinking women, the old mill store was barged from the foot of Dunlevy to the foot of Alma at Point Grey Road. Owned and operated by the Native Daughters of British Columbia, Post No. 1, the traditional museum is chocker-block full of early Vancouver memorabilia.

Indians and some Chinamen,” and that he was quite willing to take back the men who had gone out—his old white employees had stood by him, and the mill was not shut down—but that he would not reduce the hours. When the strikers refused to return, Alexander proclaimed he would just engage a few extra Indians and Chinese and that “Canadians [Easterners] are only North American Chinamen anyway.”

In a town whose male population was being swelled by Easterners it was that remark that cost him the election. Alexander's election tactics included bringing in a boatload of voters from Victoria as well as marching some 60 Chinese labourers from the mill. But it was to no avail. The Chinese were “chased away by an angry

crowd of MacLean supporters.” And it seems obvious in retrospect, that it was a done deal. With “all residents” (white males only—no Chinese, Indians or women) permitted to vote but not to register, fraud was easy. Allegations of ballot stuffing were rampant.

Alexander never ran for mayor again, although he did serve some years as an alderman.

In the end, Alexander would have his golden moment of redemption. It came two months after the first election, at the height of the Great Fire disaster. When an out-of-control clearing fire, whipped by a freak gale into a firestorm, devoured the newly incorporated city of Vancouver, it was Hastings Mill and R. H. Alexander that came to the rescue. The Hastings Mill Store

became a spontaneous base of operations and triage centre, the cookhouse served food and coffee, while Mrs. Alexander opened up her home and the cottages for shelter. For three days, the store offered up its entire inventory free of charge, while R.H. urged all who were in need to “help themselves” to sawn lumber stacked in the yards. With mill saws fired into production day and night, Vancouver quickly rose from the ashes.

In 1889 it was John Hendry's turn. He was all about making money. And perhaps, a little empire building. Hastings Mill was purchased by the Royal City Planing Mills Company, and Hendry was made president and general manager of the larger plant. The two companies were consolidated by special legislative charter, creating the British Columbia Mills Timber & Trading Company. By 1899 it was the largest lumber company in the province, producing 400 thousand board feet per day, and employing more than 1100 men. The numbers continued to skyrocket. Hendry's new projects included producing manufactured building materials: doors, sashes, mouldings, in addition to lumber. So he upgraded machinery in all his plants: Hastings Mill and Royal City Planing Mills in Vancouver, Royal City in New Westminster, as well as Moodyville, which he acquired in 1902. B.C. Mills began producing patented prefabricated homes with specialty woods and soon began calling itself as “the largest lumber manufacturing establishment on the Pacific Coast and one of the largest in the world.”

As the 20th century unfolded, Hendry showed an even larger industrial vision, controlling all aspects of production, distribution and marketing. The company introduced the steam donkey and led the way in mechanized logging. B.C. Mills controlled over 100,000 acres of timberland by 1911. They owned locomotives and steamers, wharves and railroad facilities. Hendry had embraced Vancouver's rapid urbanization and newly developed capitalist economy and expanded on it to the capacity of his imagination.

While Hendry's lumber empire flourished, he speculated in other industries including coal, power, gold, sugar, and railways. Especially railways. And in spite of the strength of Hendry's backbone industry, by 1909 the writing was on the wall for the Hastings Mill. It always had been; it was just a matter of time. With B.C. Mills operating four plants each in a strategic waterfront location, Hendry began to value their sites rather than their capacity.

By Hendry's death in 1916, he had already begun to sell off pieces, while retaining the core properties of Hastings Mill and Moodyville. Hendry had stepped down in favour of his son-in-law as president, in 1913, after a fall and hip injury. Eric Werge Hamber was married to his daughter and only child Aldyen Irene.

With the death of John Hendry, and the ever stalwart Hastings Mill secretary and manager R. H. Alexander the previous year, the last of the great lumber barons was gone.

By the time the Hastings Mill was sold and its operations dismantled in 1928, its identity had become associated more with labour and capital than with a pioneer community. The settlement life was long gone, save an old store. The iconic “old Hastings Mill Store” was donated by Eric Hamber to the Native Daughters of B.C. in perpetuity. With much community fanfare it was put on a barge and floated through the Narrows to the foot of Alma Street at Point Grey Road.

The women's lodge, dedicated to the memory of the pioneers, refurbished the old relic, resurrecting it in 1930 as a museum. The city's oldest building is still there today, a reminder of a time long ago when Vancouver was a young mill town at the edge of the primeval forest on Burrard Inlet.

New Brighton

IN 1862 COLONEL RICHARD CLEMENT MOODY and George Turner, his surveyor, both of the Royal Engineers, cruised along the south shoreline of Burrard Inlet and getting ashore blazed a tree to mark the end of a proposed trail from New Westminster that would be called the Douglas Road. When the road was completed three years later, Oliver Hocking and Frederick Alfred Houston built a hotel and called the place New Brighton.

Hocking was also there on official business. He had been assigned the job of establishing a customs house, after Captain Edward Stamp had complained to the Governor of B.C. that ships visiting his mill on Burrard Inlet wasted time and money clearing customs in New Westminster. He got his wish and Hocking arrived to help expedite mill business on the inlet and make a little business of his own.

The *Columbian* newspaper of the day wrote, “Brighton will soon be a favourite place for pleasure seekers. Pleasure boats are being provided, additions to the hotel are going up, beautiful grounds and picturesque walks are being laid out and it’s rapidly assuming the appearance of a fashionable watering place. Governor Frederick Seymour rode over this week [from New Westminster] and honoured the Brighton House with a call.” In 1866 a stage started running between New Westminster and Burrard Inlet on the newly completed Douglas Road.

In 1869 Maximilian Michaud, a bartender and cook at the Grelly Brothers’ Colonial Hotel in New Westminster, purchased the Brighton Hotel for \$1500 from Hocking and Houston, and the place came to be known as “End of the Road.” Michaud, a young man of 29, had crossed the Rockies during or after 1861 by travelling on foot much of the way. The Michaud clan had come to Canada from Poitou, France, in 1667 and had settled on the south bank of the St. Lawrence River near St. Philippe de Kamouraska, Quebec.

Apparently the government surveyed the little place, named it Hastings to honour Admiral George Fowler Hastings, the recently appointed Royal Navy commander at Esquimalt and began to sell lots. Apparently Captain Raymur of the

Hastings sawmill had something to do with inducing the government into naming the place Hastings. That same year the government appointed Michaud the first postmaster on Burrard Inlet at Hastings, so he renamed his place the Hastings Hotel.

The Hastings Hotel was well situated at the north end of the Douglas Road, linking the wharf at Hastings with the busy City of New Westminster. It was an important transshipment point for stagecoach passengers and freight going from the Royal City to Moodyville and to Victoria.

Hastings was a popular summer beach resort for the wealthy citizens of New Westminster. “Maxi” bought lots 2, 3 and 4 for \$150. Maxi’s Hastings Hotel had a fine reputation for its good food and service largely due to the hospitality of his lovely Kanaka companion and housekeeper Frisadie.

By 1877 he owned acreages in Abbotsford, Hope and Langley Prairie, a home in New Westminster as well as the hotel at Hastings. He was a very wealthy man. In 1878 Maxi returned to Quebec and married Marie Euphrosine Célénie Dandurand at St-Roch de Québec. His brother Joseph came out with his wife and family in 1878 to run the Langley Prairie farm, growing beef cattle to sell in Vancouver and to provide meat for his hotel clientele. Maxi returned to Hastings with his new wife but shortly afterwards took an early retirement due to heart problems and moved to New Westminster. He died in 1882.

The Hastings Hotel was sold to Benjamin Wilson in 1882 and subsequently became the CPR offices when the railroad was being extended from Port Moody to Vancouver. Wilson sold to Scotsman George Black, dubbed “The Laird of Hastings.” Black had bought the first lot in Gastown for \$25. Black also bought the first lot in Gastown, where he had a home and a butcher shop.

The *Sudden Jerk* was one of the earliest ferries used to transport passengers to Moodyville. The boat’s boiler blew up at the Hastings wharf while the engineer was up at George Black’s Hastings Hotel bar having a drink in the bar. When the CPR was built the line circled around his hotel.



Above

Maximilian Michaud arrived on the west coast having walked through the Rocky Mountains to reach New Westminster. He purchased the Hastings Hotel in 1869 and ran it until his death in 1882.

Below

An 1890 bird's eye view of Hastings or East Park (today known as New Brighton Park) showing a steamer on Burrard Inlet, the Brighton or George Black's Hotel, the race track, and to the south Hastings Street.

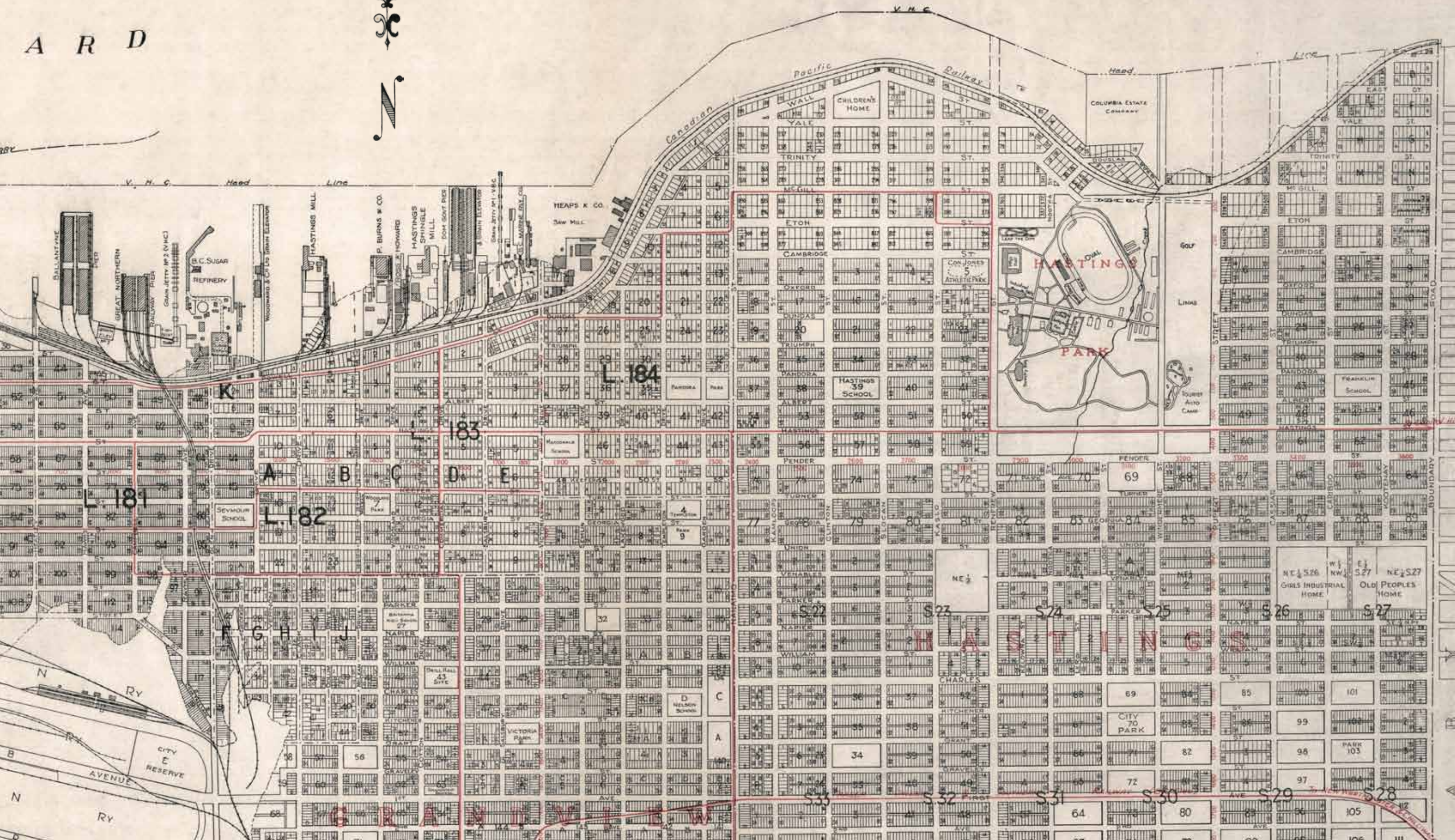


Admiral George Fowler Hastings oversaw Pacific Coast operations for the British Royal Navy. His service has been commemorated by the naming of several geographic locations in his honour.

A R D

I N L E T

Plan of the New Brighton portion of the City of Vancouver compiled by the Vancouver Map & Blueprint Company in 1923.





The Springer–Van Bramer Building with the masonic square and compasses logo over the third-floor window in the gable was owned by Mount Hermon lodge members James Van Bramer and Benjamin Springer. It was the fourth meeting place of lodge members and was located on the northwest corner of Cambie and Cordova Streets in Gastown.

Early Vancouver Masonic Lodges

by James R. Harrison, Masonic Historian

THE VARIOUS HOMES of Mount Hermon Lodge parallel the history and development of Burrard Inlet and the City of Vancouver. The first home for Mount Hermon Lodge was the Masonic hall at Moodyville, now North Vancouver. During the early years at Moodyville the lodge had a very small membership, between fifteen and twenty. Eighteen hundred and eighty-six was a big year for the lodge. Vancouver was commencing to grow and promised to become a large city, while there was at that time no immediate growth expected on the North Shore. Vancouver, on the other hand, did not have a Masonic lodge at that time. On February 20th the lodge voted unanimously to move to the south side of Burrard Inlet.

A suitable lodge room was obtained at Keefer's Hall, also known as United Workman's Hall. No sooner had the lodge moved to Vancouver, when fire destroyed the new city, including the new home of Mount Hermon Lodge.

Mount Hermon returned to their former location at Moodyville for a brief period until a suitable lodge room was prepared in Vancouver above the Cordova Street store of Mount Hermon member Henry Arkell. This became known as Arkell's Hall.

Mount Hermon met at Arkell's Hall for less than a year. With the rapid growth of lodge membership these facilities soon became inadequate. In the meantime, the Worshipful Master and the Treasurer of Mount Hermon Lodge were actively engaged in constructing a large building at the corner of Cambie and Cordova Streets. Ben Springer, the Worshipful Master, and his partner, Captain James Van Bramer, Mount Hermon's Treasurer, offered to lease the third floor to Mount Hermon Lodge as a lodge room. The offer was accepted and on September 4, 1888, Mount Hermon moved to its fourth home, the Springer–Van Bramer Building, more commonly known as the Masonic hall. The building remains today and forms part of Vancouver's historic Gastown area.

Mount Hermon Lodge remained at the Springer–Van Bramer building for ten years. In 1898 the lodge moved to the McKinnon Block, the fifth home for Mount Hermon Lodge, which was located on the southwest corner of Hastings and Granville Streets. It remained here for twelve years. During this period the three lodges that met at the McKinnon Block, Mount Hermon, Cascade, and Acacia Lodges, were active in the promotion of having their own hall and not leasing buildings as they had been doing. Subscribers for the building were arranged throughout the membership of the three lodges and on March 15, 1910, the Masonic hall at Seymour and Georgia Streets was opened. This was the first lodge hall in Vancouver that was wholly owned by the Freemasons and became the sixth home for Mount Hermon Lodge.

The seventh home for Mount Hermon Lodge was a temporary location at the Dunbar Masonic Hall located in the Point Grey district of Vancouver. Mount Hermon moved to this location in 1968 after the Masonic hall at Seymour and Georgia was sold. On August 24, 1974, the new and present home of Mount Hermon Lodge, was officially opened at the Masonic hall 1495 West Eighth Avenue, Vancouver. Mount Hermon was the first lodge to meet in the new Masonic hall that September.



Israel Wood Powell, a medical doctor by profession, set up a practice in Victoria in 1862 to cater to the needs of Cariboo gold miners. He was British Columbia's first Superintendent of Indian Affairs, the first Grand Master of the Masonic Lodge of British Columbia and the Yukon, and a major land speculator in Vancouver. Although more sympathetic to First Nations people than most of his contemporaries, Powell amended the Indian Act to outlaw potlatching. Vancouver's Nihonmachi or Japantown, was originally called "Powell Street".

The more enthusiastic Freemasons not only received their Master Mason, or third degree, which gained them entry into the fraternity, but some went on to become 33rd-degree Freemasons and Shriners. This ring belonged to a 33rd-degree Scottish Rite Mason.





Past master jewels from Vancouver's Mount Hermon Lodge presented to Josias C. Hughes in 1878, William John Bowser in 1900, and Andrew Wallace in 1907, respectively. Wallace started Wallace Shipyards in False Creek and then moved to the foot of Lonsdale in North Vancouver, where it changed into Burrard Dry Dock.

Prominent British Columbian Masons included: Sewell Prescott Moody, Benjamin Springer, Richard H. Alexander, and John Hendry—pioneer lumbermen; David Oppenheimer, Frederick Cope, Henry Collins, James F. Garden, Thomas O. Townley, Thomas F. Neelands, Alexander Bethune, Charles S. Douglas, Malcolm P. McBeath, Charles E. Tisdall, Gerald G. McGeer, Jonathan Cornett, Charles E. Thompson, and Frederick Hume—all Mayors of Vancouver; Amor de Cosmos [William Smith], William J. Bowser, Alexander Davie, Byron Johnson, John D. McLean, Sir Richard McBride, W. A. C. Bennett—all Premiers; Henry J. Cambie, William Downie, W. F. Salisbury—CPR executives; Henry T. Ceperley, James W. Horne, J. J. Miller, and Henry H. Stevens—all pioneer realtors; Samuel G. Churchill—Reeve of Point Grey; Nat Bailey—original owner of the White Spot Restaurant; Henry O. Bell-Irving—pioneer in the west coast fishing industry; Francis


J. Burd, Victor W. Odlum, T. F. Paterson, and Robert Crombie—newspaper publishers; Reverend H. G. Fiennes-Clinton; Samuel Hughes and Arthur Currie—military leaders; Frederick W. Howay, Robie L. Reid and E. O. S. Scholefield—British Columbian historians. Other Masons were Henry Larsen, RCMP explorer; Major James S. Matthews, founder of the Vancouver City Archives; Frederick “Cyclone” Taylor, hockey legend; J. Edward Bird, lawyer for the *Komagata Maru*; Austin C. Taylor, Chairman of the BC Security Commission; Charles E. Hope, Honorary Secretary of the White Canada Research Committee; William C. Ditmars, President of the Canadian Club (1927). The number of Freemasons in British Columbia peaked in 1963 at 27,128.



Freemason Henry Josiah DeForest studied drawing and painting in London, Paris and Edinburgh. He travelled and sketched in England, France, Italy, Egypt, Palestine, Germany and Switzerland before first coming to British Columbia in 1891. His sense of humour is apparent in his painting of the Mount Hermon Freemasons' Hall in Moodyville, which shows a goat at the rear of the building. Popular belief suggests that Masonic initiates are required to ride a goat prior to acceptance into the fraternity.




An early Vancouver Masonic lodge ballot box. Traditionally black and white balls were placed on one side of the box. Members voting on whether or not a candidate was worthy of entry into the order would deposit a white ball through a hand opening if they were in favour of the candidate, and a black ball, if they were opposed. One black ball was enough to prevent a candidate's entry into the fraternity, which is how the term being “blackballed” originated. As members aged and their eyesight deteriorated, black cubes replaced the black balls to aid in their recognition.



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New Liverpool and the Greenhorns

JOHN MORTON AND SAM BRIGHOUSE were first cousins who left Yorkshire, England, in 1862 to try their luck in the Cariboo gold rush. On the voyage across the ocean the pair befriended William Hailstone. Before ever heading for the goldfields Morton happened to see a piece of coal in a cobbler's shop window in New Westminster. As the son of a potter, Morton realized that certain kinds of fine clay are found near coal. He talked to the storeowner and learned that a First Nations man had brought the sample into his shop. The storekeeper introduced Morton to the coal discoverer. That meeting over a lump of coal would make Morton and his friends the first white settlers in the future downtown Vancouver. Within a few days, Morton had struck a deal with the native and he was off with his guide first by foot to False Creek, then by canoe to Coal Harbour, the location of the deposit.

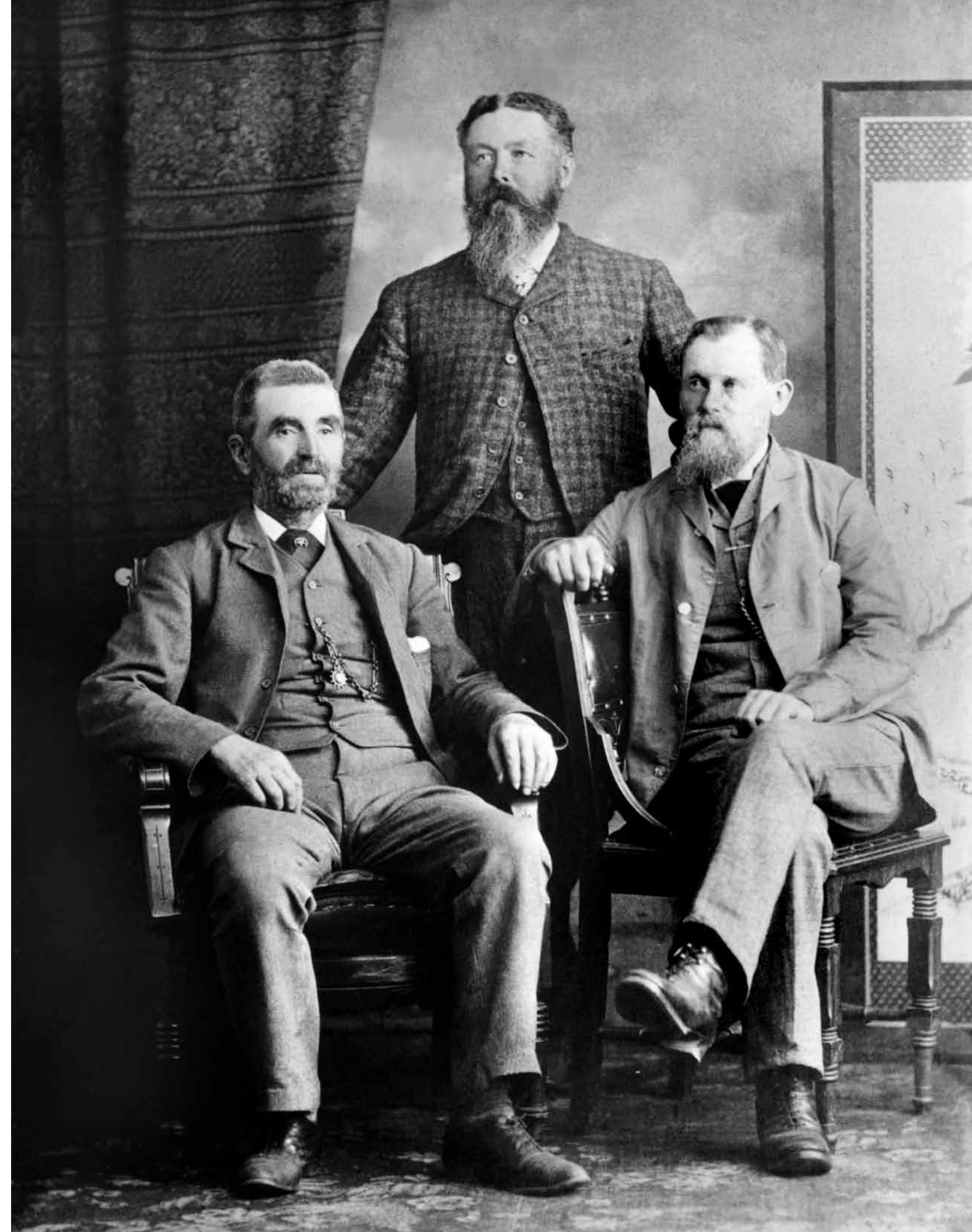
Morton returned with Brighouse and Hailstone and showed them the beautiful site that stood on a bluff overlooking Burrard Inlet. They returned to the Royal City and each took a pre-emption of 180 acres for a total of 540 acres for \$1 an acre. They built a cabin on the bluff that overlooked the ocean and began to raise cattle with aspirations of becoming brick makers. They would take turns living in the remote cabin for a month while the other two worked in town. Brighouse and Hailstone wanted the pre-emption for their cows and to be away from other settlers. Morton hoped to farm, mine and make bricks. But the site was too far from New Westminster. First there was the difficulty of getting the bricks to the customers and then there was the loneliness of the inlet frontier. In one alarming event he was aroused from his sleep by a tremendous commotion.

He dressed quickly and crept out into the dark to investigate. He saw a large crowd of Indians yelling in Chinook and upon creeping closer saw the body of an Indian woman hanging by a rope from a tree limb. He decided to go to New Westminster and report the incident to the authorities. The police did an investigation and learned that the Indian woman had killed another woman's baby and that the tribe had exercised King George's law and hanged her for murder. The whole occurrence shook him.

Word spread about the inexperienced settlers on the edge of the inlet. One newspaper reporter concluded that the men had paid far too much for their preemption and mockingly dubbed them the

Opposite

Older and wiser, pioneer settlers William Hailstone, Samuel Brighouse, and John Morton, dubbed "The Three Greenhorn Englishmen" pose in James D. Hall's Vancouver portrait studio around 1887–1888. Hailstone sold his share of their 540-acre Liverpool Estate and moved back to England. Brighouse in 1864 purchased almost 700 acres of Lulu Island in Richmond. Morton started a brick-making operation at Clayburn, a suburb of Abbotsford, and a farm at Mission.





Fobs gave a man status, whether you were Chinese McDougall, a Greenhorn or Bill Miner, the train robber. This fob belonged to the latter. A pocket watch with a chain, to secure the watch to a waistcoat, lapel or belt loop, they were often decorated with a pendant that might show a coat of arms or emblem of a club or fraternity.

“Three Greenhorn Englishmen.” A government surveyor, in laying out the boundaries, offered Brighthouse Deadman’s Island for \$5, but he declined believing that he had enough land already. Their holdings were originally called the “Brickmaker’s Claim,” but later investors renamed it “New Liverpool.”

Not everyone thought their claim was foolish. Robert Burnaby (after whom Burnaby was named), the personal secretary of Colonel Richard Clement Moody of the Royal Engineers (after whom Port Moody was named), claimed to have original preemption of their property but it was thrown out of court. He decided not to contest the judge’s decision. The Bricklayers’ Claim would encompass the future West End and some of the highest property values in the city.

Unfortunately for him, original “Greenhorn” William Hailstone parted with his interest early and sold out to Brighthouse for a \$20 gold piece, several sacks of flour worth \$5 and an Indian pony with a string halter worth \$25. By this time Hailstone had also sold logs off his property. He returned to England, married, and the couple had two daughters. He then returned to Greater Vancouver and sent his earnings to his family. But when his wife died she willed everything to the daughters. He eventually sold out and returned to Yorkshire and rumour has it that he met his demise by falling down a flight of steps and breaking his neck.

Morton married Jane Ann Bailey of Blackpool, England, but she died in childbirth. At the time of his first wife’s death in 1881 Morton was a man of limited financial circumstances and did odd jobs such as digging ditches and peddling milk door to door. It was money from his first wife’s estate that allowed him to hold onto his pre-emption in Vancouver.

He then married for the second time to Ruth Mount and purchased a 360-acre farm in Mission, and it was from here that the family witnessed in the sky the reflection of the burning of Vancouver in 1886. Morton also became involved with deposits east of Abbotsford and in time the area came to be known as Clayburn. That year pro-CPR realtors persuaded Morton and Brighthouse to donate one-third of their property along Burrard Inlet as an incentive to build the railway through to Coal Harbour, hoping that this would bring people to the area to buy lots.

With the incorporation of the City of Vancouver, followed by the arrival of the first train into the terminal city, Morton and Brighthouse found

themselves with a new predicament: taxes. They managed to get through this problem with help from Yorkshire associates but in the end gave up roughly one-third of their land that bordered on Burrard Inlet to the CPR for extending the line from Port Moody through to the Coal Harbour. These lots, which had fine views across Burrard Inlet, attracted investment from wealthy and elite buyers, and the area became known as the city’s “Blue Blood Alley.”

Morton died a rich man with his estate worth over \$750,000 at the time of his death at age 70 in 1912. He left a great deal of money to the church but little to his two children. According to his only son, much of the estate was misappropriated.

Brighthouse in 1864 bought close to 700 acres of land in what became the downtown core of Richmond and became a wealthy man. He returned to England in 1911 and passed away there in 1913.

Another man to make a fortune from the New Liverpool Estates was entrepreneur John McDougall. He took huge contracts to clear the land for both the CPR’s holdings and the Brighthouse /Morton holdings and at one time had as many as 400 men living in a tented camp, clearing stumps for the CPR right-of-way. He lost money on the job because 100 carpenters commenced to build homes and businesses along the line, and that prevented him from blowing the large stumps left over from the logging operations with powder and his labourers had to burn and grub the stumps out with axes. He had another problem. His white workers refused to work with Chinese labourers and ran them out of town.

He afterwards took a contract to build the road connecting Vancouver to New Westminster. The new road was called Westminster Road but in 1913 was renamed Kingsway in honour of King George V.

Entrepreneur John McDougall took the contract to clear much of the Three Greenhorns “Liverpool Estate.” He was referred to as “Chinese McDougall” because of his use of Chinese labourers to clear the West End. Because of his actions, in February 1887, an angry mob of white men viciously attacked the Chinese workers, reportedly burned their homes and drove them out of town.

