

# Yaletown

## PREMIERS OF BRITISH COLUMBIA

C – Conservative Party

CL – Conservative/Liberal Coalition

L – Liberal Party

N – New Democratic Party

S – Social Credit Party

1871–1872	John Foster McCreight	
1872–1874	William Alexander Smith alias: Amor De Cosmos	
1874–1876	George Anthony Walkem	
1876–1878	Andrew Charles Elliott	
1878–1882	George Anthony Walkem	
1882–1883	Robert Beaven	
1883–1887	William Smithe	
1887–1889	Alexander E. B. Davie	
1889–1892	John Robson	
1892–1895	Theodore Davie	
1895–1898	John Herbert Turner	
1898–1900	Charles Augustus Semlin	
1900	Joseph Martin	
1900–1902	James Dunsmuir	
1902–1903	Edward Gawler Prior	
1903–1915	Richard McBride	C
1915–1916	William John Bowser	C
1916–1918	Harlan Carey Brewster	L
1918–1927	John Oliver	L
1927–1928	John Duncan MacLean	L
1928–1933	Simon Fraser Tolmie	C
1933–1941	T. Dufferin Pattullo	L
1941–1947	John Hart	L
1947–1952	Byron I. Johnson	LC
1952–1972	W. A. C. Bennett	S
1972–1975	David Barrett	N
1975–1986	William R. Bennett	S
1986–1991	William Vander Zalm	S
1991	Rita M. Johnston	S
1991–1996	Michael F. Harcourt	N
1996–1999	Glen Clark	N
1999–2000	A. Daniel Miller	N
2000–2001	Ujjal Dosanjh	N
2001–	Gordon M. Campbell	L

WHEN VANCOUVER BECAME the western terminus of the Canadian Pacific Railway in 1886, one of the first decisions Mayor MacLean and his council made was to offer to the CPR a 20-year exemption from taxes if they opted to build rail yards and repair facilities on the north shore of False Creek. As a result, the railway company agreed to move its machinery and employees from its former shops at Yale in the Fraser Canyon to the new site. Some of the railway employees at Yale loaded their homes onto flatcars and sent them to the new “Yaletown” in Vancouver. Many of the bachelor railroaders lived in rooming houses such as the Yaletown Hotel.

The railway workers built a roundhouse and other facilities on the new site for repairing the steam locomotives. The roundhouse enclosed a huge turntable with rail tracks that allowed train engines and other rail cars to be turned end for end for the return trip back east.

By 1900 an eight-block warehouse district had sprung up adjacent to the original Yaletown. Called New Yaletown, it consisted of companies receiving or shipping products by rail.

By the late 1970s much of the 175-acre CPR rail yard site on False Creek had become an industrial wasteland. It was during this period that several people came up with the idea of utilizing the area for a world exposition to celebrate Vancouver’s 100th birthday. The provincial government purchased the site from the CPR in the early 1980s and began to prepare it for Expo 86, the theme of which was transportation and communication. Prince Charles, Princess Diana, and Prime Minister Brian Mulroney opened the fair on 2 May 1986.

In 1988 most of the Expo site was sold to Concord Pacific Development Corporation, whose primary shareholder was Hong Kong billionaire Li Ka-Shing. The sale became very controversial when the purchasers complained that the site was contaminated and required a massive cleanup. In less than 25 years the Chinese development company has erected several high-rises, making the area one of the most densely populated and sought-after places to live in all of Canada.

An air photo overview to the northwest shows Vancouver during the Expo 86 celebrations.





**VANCOUVER AT THE TURN OF THE CENTURY.**

This photograph, taken from near the intersection of Broadway and Cambie Streets, looks over False Creek to the CPR Roundhouse only 14 years after the Great Fire that leveled Vancouver. The site of the Roundhouse was ground zero for the inferno, where burning slash got out of control and destroyed the new city. A century later, after Expo 86 during the resurrection of Yaletown as a trendy neighbourhood, construction crews found historic remains, a reminder of that horrific event.

In this picture, the neighbourhood is developed with modest family homes on the slopes, just outside the industrial zone of rail yards and sawmills on the Creek. In the foreground, some homes straddle the boundary between the districts of Mount Pleasant and Fairview as part of south shore development. Living near the Creek afforded nice views of the city, but there was ongoing pollution from the mills, and log booms made dangerous playgrounds for children. Death by drowning was common place.