

divided families. Parents who had escaped the flames were searching frantically for their children, while tearful little ones were calling for father and mother. With the refugees scattered along the waterfront as far east as Port Moody, and on ships on the Inlet, Mr. Clinton found his task a difficult one; but he persevered, working through till after midnight, and even crossing to Moodyville in his search.

It was a heavy-hearted company that gazed that Sunday evening on the ruins of the little city. Of the buildings in the path of the fire, only one escaped, the Regina Hotel, at the corner of Abbott and Water streets. Some strange trick of the wind had carried the flames past it. A few houses along False Creek had been saved, as had also the C. P. offices and Spratt's fish warehouse, the latter being west of the place where the fire started. Clear up to the mill everything else was

editorially: "The location is here. Our harbor hasn't been destroyed, and Vancouver remains the terminus on the Pacific coast of the Canadian Pacific Railway."

Among the first buildings to be erected after the fire were the Carter House and the Gold Hotel on Water street. The latter building, recently condemned as unsafe, was for long one of the leading hostleries in the city, and a great number of social functions were held in it. The first meeting of the City Council after the fire was held in a tent pitched on an old-over lot. A photographer fortunately had preserved a picture of that historic session. There had been no city hall up to this time, a room in an hotel doing duty as a council chamber. A goal, however, there had been, but this had gone with the other buildings of the city. The fire was scarcely out when it was found that a prison of some sort was needed. A number of thirsty individuals had



THE FIRST THROUGH TRAIN ARRIVING IN VANCOUVER IN 1887.

and of their movable goods, few had saved anything. Yet these people were not daunted. The fire was a tragedy, but it was not a defeat. The ashes were still warm when a man pitched a tent on the lot where the warehouse of McLennan, McFeely & Co. has arisen at the corner of Cordova street and Columbia avenue. Others followed his lead. At three o'clock on Monday morning teams were delivering lumber on the ash-strewn streets, and by daybreak the city was rising again. In three days a dozen firms were doing business in shacks. In three months four hundred houses had been erected. In the summer of 1887 the first through train arrived from Montreal, and the city had a population of five thousand. Vancouver had risen from its ashes. The spirit of optimism which filled the people in those difficult days is well expressed in the Vancouver Advertiser of June 29, 1886, the first issue published after the fire. The paper says

found some casks of liquor on the waterfront and had taken advantage of the opportunity to drown their sorrows. They were arrested, but as there was no place to confine them, they were tied to stakes driven into the ground near the canvas city hall. A portion of the old wooden building on Powell street, now used as a sort of municipal storehouse, was erected in the summer of 1886, and did duty as a civic building for many years. Even after the present city hall was erected the city offices remained for a considerable time in the Powell street building.

The first city council of Vancouver had a hard row to hoe. It was difficult to get money for improvements. The town was without assets, and capitalists were reluctant to advance funds. There was little money to be had, but a fair share of what could be raised went to provide protection against fire. A fire engine was purchased, a fire company