BRITISH COLUMBIA

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VOLUME I

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Richard McBride

Sir Richard McBride, K. C. M. G.

A career of unusual brilliancy is that of Sir Richard McBride, who at the age of thirty-three years, when many men are taking the initial steps that lead to prominence, became premier of British Columbia and has ever since filled this office. There is probably no public man within the confines of the province who is better known than Sir Richard and there is certainly no one whose name calls forth greater admiration and the absolute indorsement of a majority of the major portion of the population of the province.

Sir Richard McBride comes of a well known British Columbia family, his father being Arthur H. McBride, who held a distinguished place among the earlier pioneers of British Columbia. He was a son of the late Thomas McBride, of County Down, Ireland, where his birth occurred June 26, 1883, in the city of Down, where he later completed his education. In 1854, when nineteen years of age, he joined the Royal South Down Militia, in which he won the rank of color sergeant and navy sergeant. He proved an excellent soldier, being imbued with the highest military sense of honor, and for five years he remained with his regiment. He then decided to go to British Columbia because of the stories which had reached him concerning the gold discoveries in the Fraser river district. Visiting eastern Canada, he made his way thence to California, where he remained for two and a half years, arriving in British Columbia in the spring of 1863. Going later to the Cariboo district, he there engaged in mining through the summer on Williams and Lightning creeks and at the latter location acquired, in partnership with others, a large claim but owing to the difficulty of working it they had to abandon the enterprise, although the indications of high grade ore were excellent. At the close of the mining season Mr. McBride returned to Victoria, having enjoyed but indifferent success in his mining venture. He then accepted a position as sergeant on the police force and, advancing quickly in the service, soon became head of the department. Upon the demise of Captain Pritchard, in 1870, Mr. McBride was appointed to fill the vacancy and remained in that position until

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1878, when he was appointed to the office of warden of the provincial penitentiary at New Westminster, which had just been completed. At the same time he received a commission as justice of the peace under the jurisdiction of the sheriff of New Westminster.

On the 8th of November, 1865, Mr. McBride was united in marriage to Miss Mary D'Arcy, a native of Limerick, Ireland, who belongs to the Roman Catholic church, while he was a member of the Church of England. Mr. McBride was always an ardent disciplinarian, and great credit is due him for founding the militia regiments of both Victoria and New Westminster, giving his services gratuitously for a number of years as drill instructor to these regiments and bringing both to a high state of efficiency. Fraternally Mr. McBride was a member of the Masons and the Ancient Order of United Workmen. His long and honorable public career brought him great credit, and the high sound which the family name enjoys in British Columbia is but a recognition of his valiant efforts on behalf of the general public and is now worthily carried on by his distinguished son, Sir Richard.

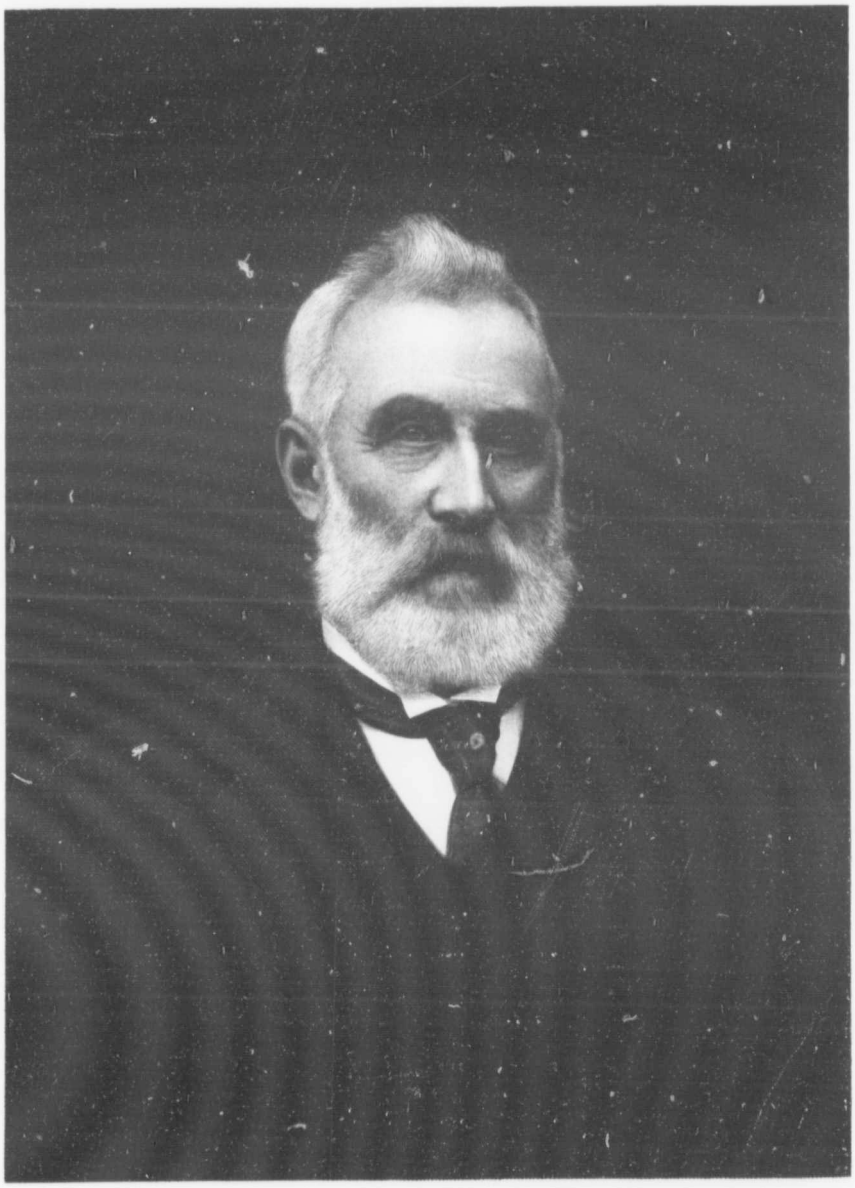
It was in the family home, then being maintained at New Westminster, British Columbia, that Sir Richard McBride was born December 15, 1870. He attended grammar and high schools in his native city until he reached the age of sixteen years, when he entered Dalhousie University at Halifax, Nova Scotia, being graduated from that institution with the degree of LL. B. in 1890, when but twenty years of age. Returning to British Columbia, he then read law under T. C. Atkinson, while subsequently his preceptor was the Hon. Angus J. McColl, the late chief justice of British Columbia. In July, 1892, Sir Richard was called to the bar and began practice as junior member of the firm of Corbould, McColl, Wilson & Campbell at New Westminster. This relationship continued until 1893, after which Sir Richard practiced alone until 1895. He then formed a partnership with W. J. Whiteside, which, however, was dissolved the next year when he became connected with H. F. Clinton, who has since passed away. After the death of Mr. Clinton, Sir Richard formed the firm of McBride & Kennedy. He was named king's counsel in 1905. The ability which he displayed won him distinguished honors along professional lines and further indicated his fitness for political preferment. Questions of vital importance regarding municipal, provincial and national affairs have always had the deepest interest for him and of such he has been a close and discriminating student.

In 1896 Sir Richard entered the political arena, unsuccessfully contesting New Westminster in the Dominion general election. In

1898 he was returned as a member of the British Columbia legislature for Dewdney Riding, at the general election, as a supporter of the Turner government. On June 21, 1900, he was called to the executive department of the provincial government, entering the cabinet as minister of mines, but owing to a difference on a matter of policy, he resigned from the government the following year. Going again before the people, he was reelected by acclamation and in 1902 chosen leader of the opposition in the legislature, becoming premier of British Columbia on June 1, 1903, having since been returned to power at the general elections of 1907, 1909 and 1912 and holding this office at present. He sits as senior member for the city of Victoria and besides being premier holds the portfolio of minister of mines. It was he who won for the conservative party such a glorious victory in this province. He introduced party lines in provincial politics when he became premier in 1903 and in that way became the head of the first liberal-conservative government of the province.

In September, 1896, Sir Richard married Miss Margaret McGillivray and to them have been born six daughters.

One of the foremost statesmen of the Canadian west, Sir Richard was in attendance at the coronation of Their Majesties, King George and Queen Mary. In 1912 merited distinction came to him when, as one of the birthday honors, he was created a Knight Commander of St. Michael and St. George. He was invested with the insignia of this distinguished order by His Royal Highness, the Duke of Connaught, the governor-general, at Victoria, in October, 1912. Another distinguished honor was conferred upon Sir Richard McBride on March 22, 1913, when the degree of LL. D. was conferred upon him by the University of California.

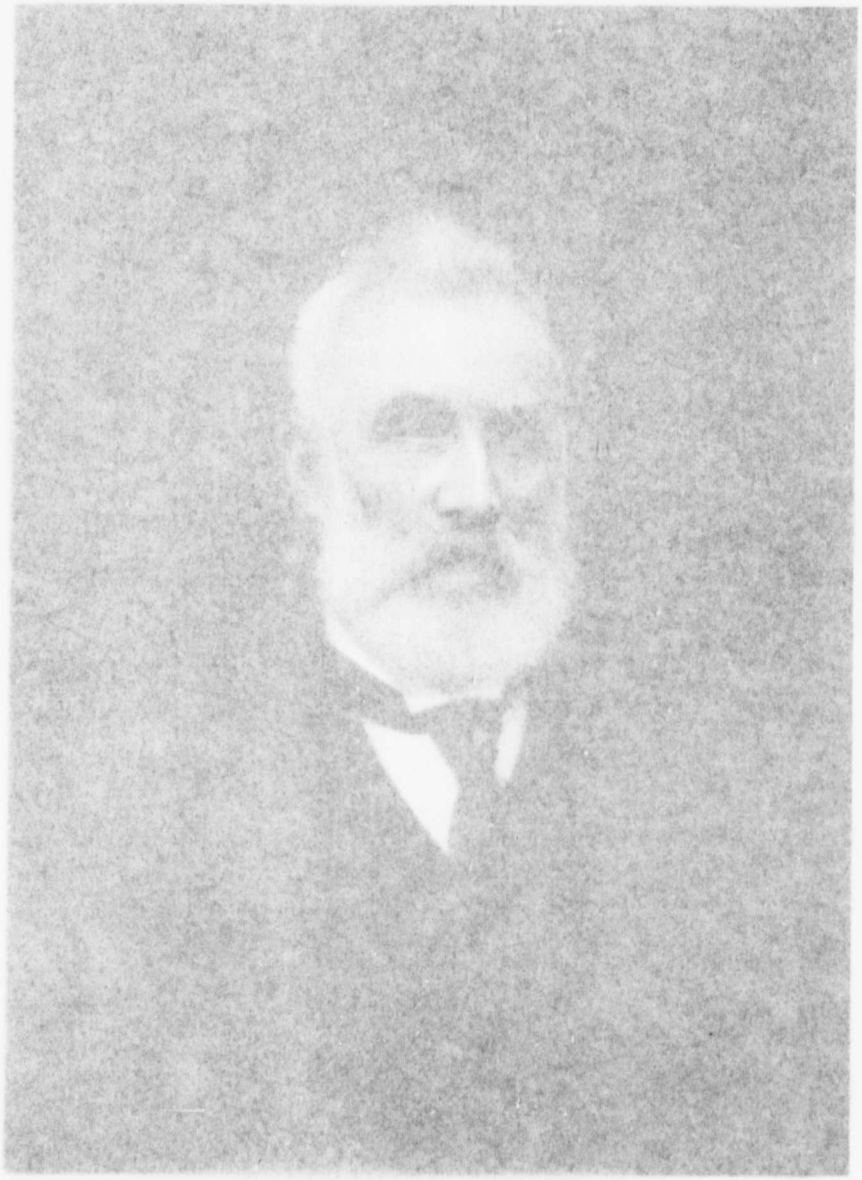


L. D. Bonsor

Lewis Francis Bonson

LEWIS FRANCIS BONSON has many claims to honor and distinction, for he is a veteran of the Crimean war, was for many years an able member of the English Corps of Royal Engineers and came as a pioneer to British Columbia. The extensive work in which he is now engaged in Westminster is well deserved, for it is the result of honorable and faithful labor. He has reached the advanced age of eighty-two and his life has been upright and honorable in all its relations, serving as a source of courage and inspiration to all fortunate enough to come within the close circle of his friendship. He was born in Perthshire, Scotland, on the [illegible] May 29, 1831, and is a son of Henry and Marion Bonson, both of whom were representatives of old Scotch families, the former having been for many years in the employ of Sir Thomas Gibson-Carmichael, owner of Castle Craig.

Lewis F. Bonson acquired his education in the public schools of Kirkurd and at the age of fifteen entered upon a period of apprenticeship to the joiner's and wheelwright's trade. Having completed it, he went in 1849 to Edinburgh, where he worked as a joiner until 1851, when he went to London, remaining in that city for three years. In 1854 he joined the Corps of Royal Engineers at Woolwich, thus beginning a connection which brought him success and distinction in later years. After a short time spent in Chatham he was sent in 1855 to the seat of the Crimean war, serving until peace was declared in 1856, when he was transferred to the garrison of Gibraltar, for five months. At the end of that time he returned to England and two months later was detailed for special service in Central America. Returning in 1858, he spent three months in England and then started for British Columbia by way of the isthmus of Panama and up the Pacific coast. He brought with him a party for the purpose of preparing the barracks and quarters for the detachment of engineers who were following by way of Cape Horn and who arrived in 1859. Mr. Bonson continued in the engineering service until 1863, winning by his ability and his comprehensive knowledge of the profession a position of honor and distinction and subsequently as a



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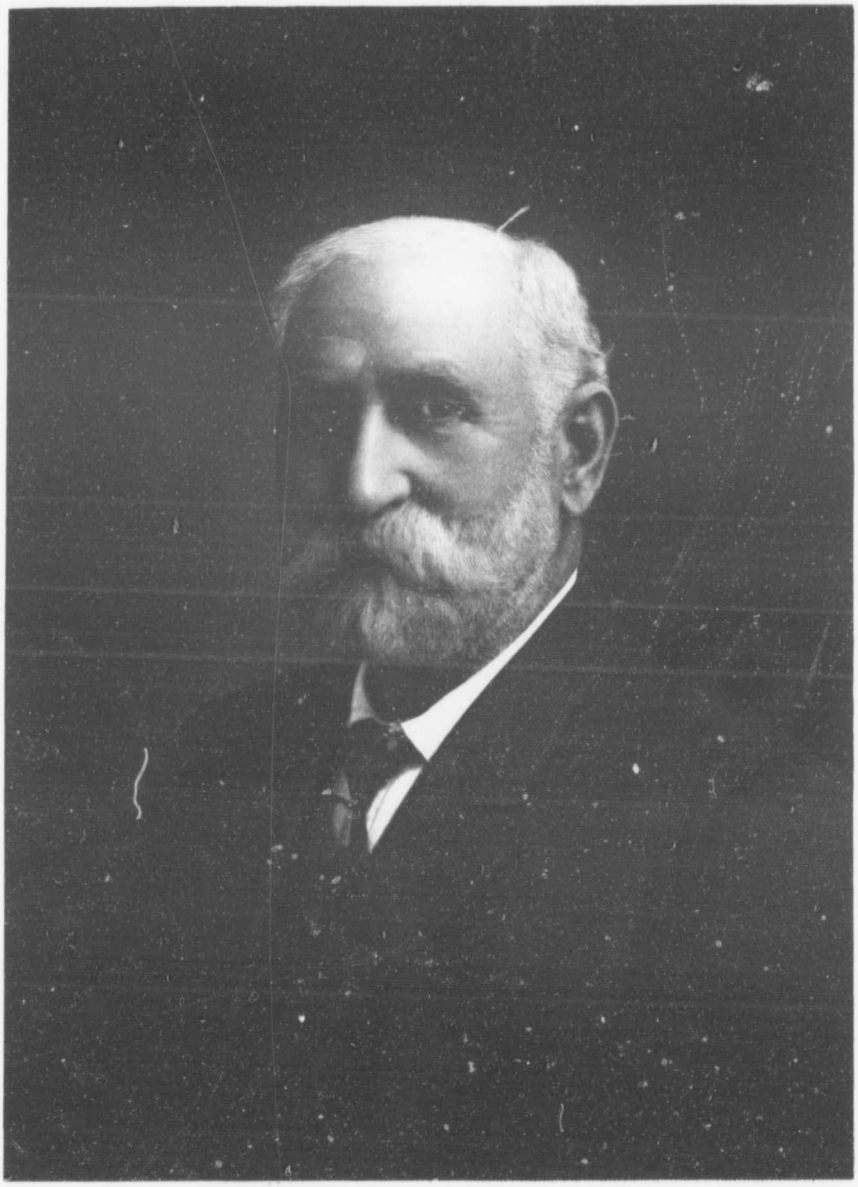
man of superior attainments and powers. In 1863 he received his honorable discharge from the Royal Corps and retired to private life, turning his attention to contracting and building at New Westminster, a city which numbers him among her most honored pioneers. He took a great interest in the advancement and growth of the community and did able work of reform and improvement during his period of service as road superintendent for the provincial government, a capacity in which he acted from 1876 to 1880. He afterward engaged for a short time in the liquor business but disposed of this in 1892 and purchased a farm of three hundred and seventy acres at Keatsey, nine miles from New Westminster. He continued to improve and develop this property along modern lines for a number of years, finally disposing of it in 1905, when he retired and returned to New Westminster, where he still makes his home.

On the 12th of July, 1858, Mr. Bonson was united in marriage to Miss Jemima Urquhart, a native of Cromarty, Ross-shire, Scotland, and they became the parents of six children: Marion; Robert; Henry, who has passed away; Charles; James; and Nellie.

Mr. Bonson is a conservative in his political beliefs, and his religious views are in accord with the doctrines of the Presbyterian church. He is well known and widely beloved in this community, where his venerable age, combined with his many sterling qualities of mind and character, endear him to all with whom he comes in contact. In his earlier years he met the world confidently and courageously, making his own way upward in it along worthy pathways, and in his old age he reaps a just reward in widespread esteem and respect and in the confidence and good-will of many friends.



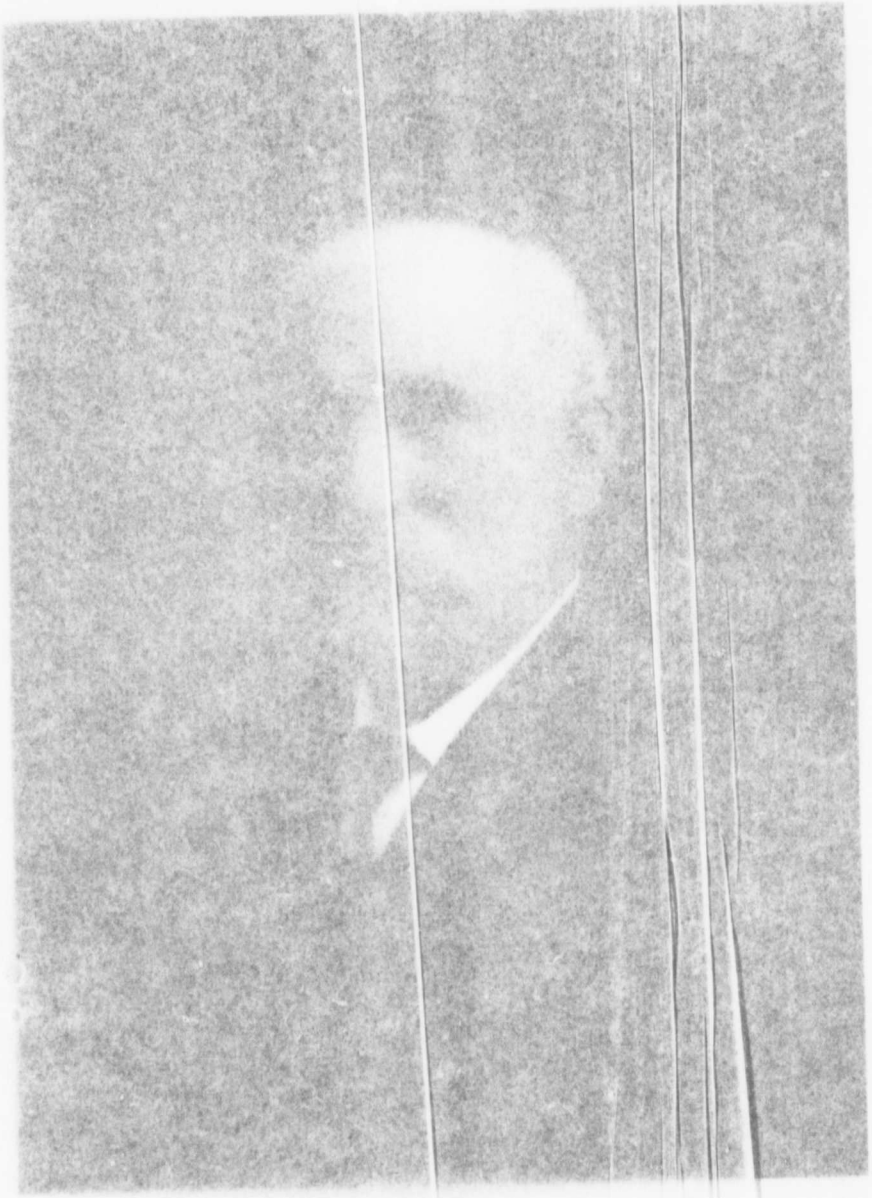
J. B. Tiffin

John Butler Tiffin

JOHN BUTLER TIFFIN, one of the prominent and influential citizens of Vancouver, lives now practically retired from active business, although he still holds the position of president of the Red Cedar Shingle and Lumber Company, Limited. He is one of the pioneers of British Columbia, having come here in 1871, and since 1878 he has been successfully engaged in the lumber business, having done much toward building up this industry and bringing to the world's attention the vast resources of the province.

John Butler Tiffin was born on November 24, 1838, in Kent county, Ontario, and is a son of Thomas and Elizabeth Tiffin. The father was one of the first settlers in what was known then as the "old fields" in the western part of Kent county. John B. Tiffin was educated in the public schools of Ontario and for a number of years farmed in that province, until in 1871 the spirit of the west lured him to British Columbia, and he has never had occasion to regret this step, for it proved the corner stone to an active and successful career which not only brought him prosperity but proved a valuable part in opening the resources of the country to the world. In 1878 Mr. Tiffin engaged in the lumber business and has ever since been engaged in that line, having now for a number of years been president of the Red Cedar Lumber Company, Limited, although he has practically retired from active business. He is also a stockholder in a number of other prominent companies.

Mr. Tiffin has always taken a deep interest in public enterprises of value and for a time served as director in the Vancouver Exhibition Association. He gave further evidence of his public spirit by accepting office as license commissioner for Vancouver in 1894 and is also an ex-president of the Vancouver Amateur Rowing Association. He is a boy in politics, always in his views and stands for those things that make for the good of the country. His religious faith is that of the English church. Fraternally he belongs to Cascade Lodge, A. F. & A. M., and he is a member of the Canadian Club. Careful of his own interests and considerate of those of others, Mr. Tiffin has attained to prosperity, his every action being worthy of the



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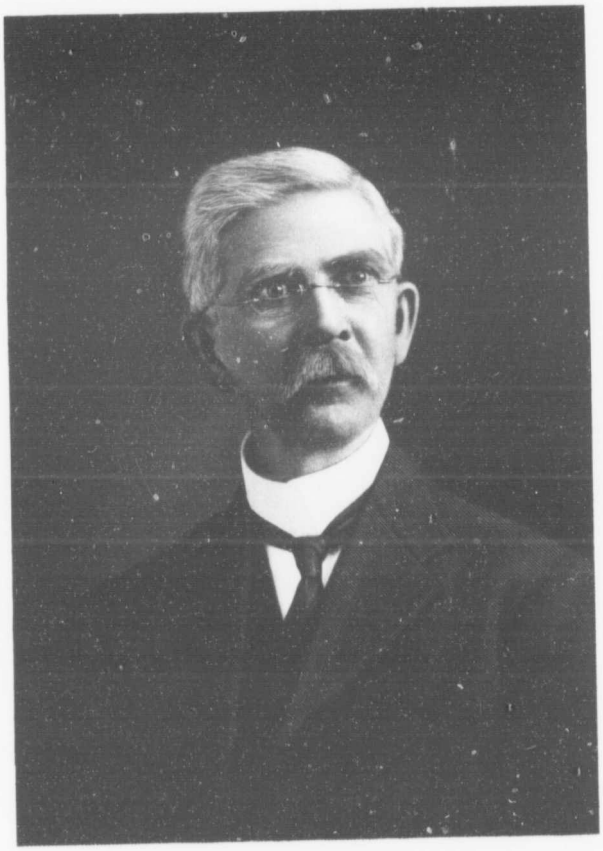
highest commendation. He is greatly interested in the upbuilding of his province along various lines, such as the improvement of stock, horses, cattle, etc. He has generous humanitarian principles and suffering humanity, especially children, always touch an answering chord in his heart. Mr. Tiffin is a loyal and faithful citizen of Vancouver and, as he has proven his worth, enjoys the confidence, esteem and respect of all who have had occasion to meet him in a social or business way.



Geo. R. Gordon

Gordon

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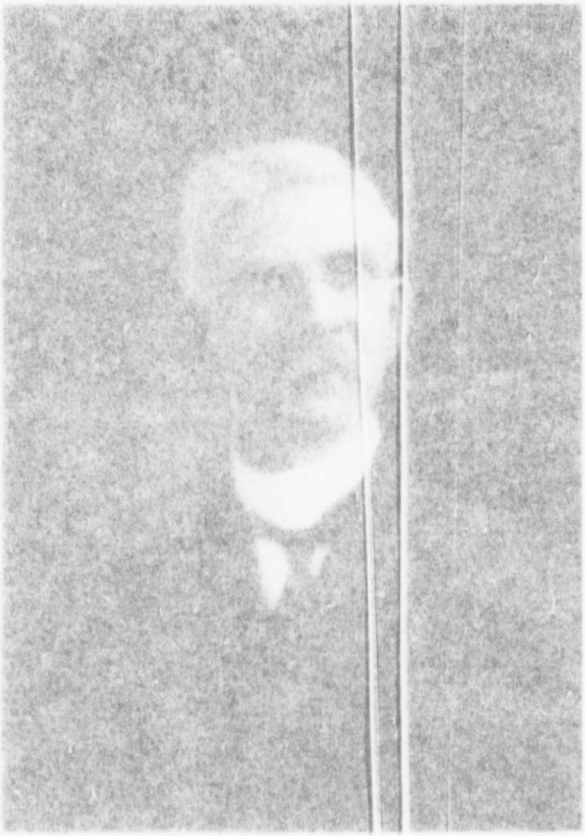


George Robertson Gordon

GEORGE ROBERTSON GORDON, financial agent at Vancouver, devoting his time largely to his duties as executor of several estates and also to the handling of private interests, was born at Goderich, Ontario, September 1, 1861. His parents, James and Mary Ann (Gordon) Gordon, were both natives of Ireland, the former born in County Fermanagh and the latter in County Armagh. The father learned the carpenter's trade there and in 1855 crossed the Atlantic to the new world, becoming a resident of Goderich, Ontario, where for thirty-five years he conducted business as a contractor. He filled the offices of town assessor and building inspector for a number of years and passed away in Goderich in 1892, at the age of sixty-seven years. His wife arrived in Canada in early womanhood and they were married in Hamilton. She passed away a number of years before her husband, dying in 1875, at the age of forty-two.

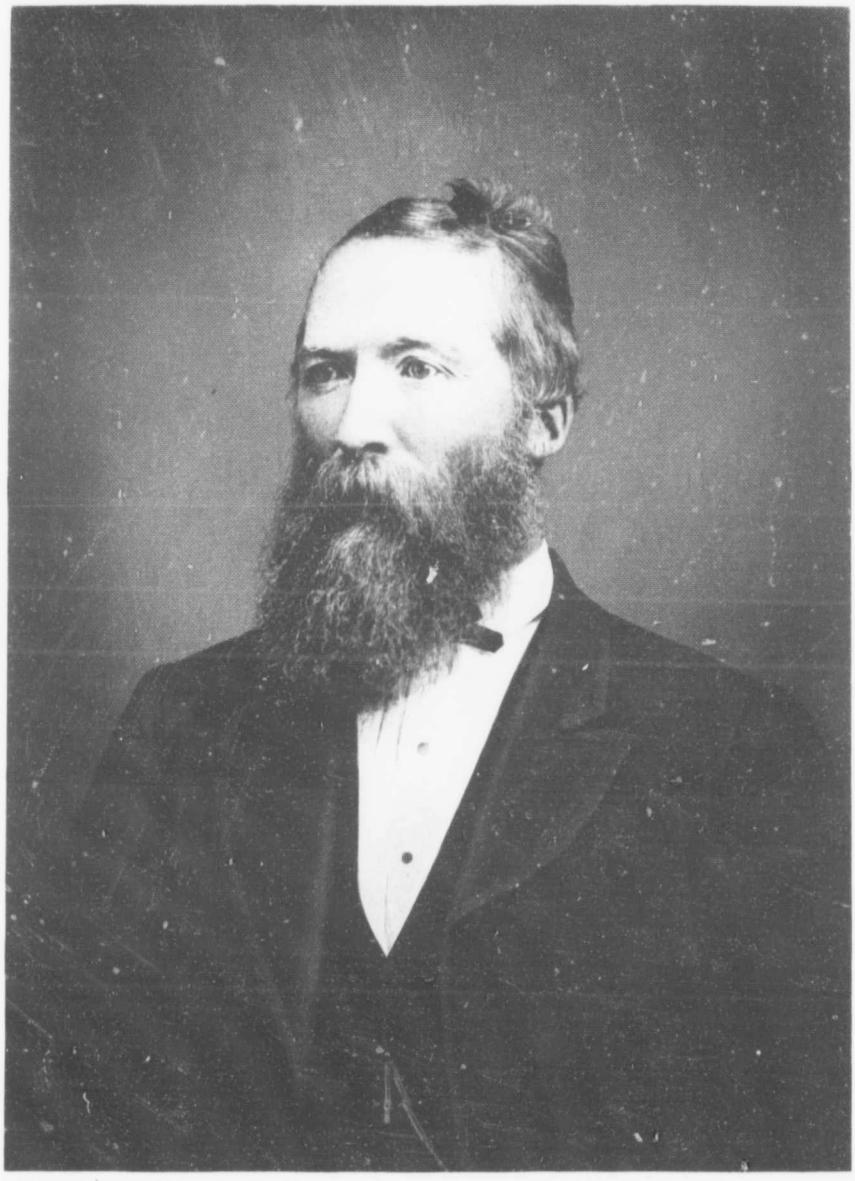
At the usual age George R. Gordon began his education as a public-school student in his native city and passed through consecutive grades to the high school, from which he was graduated before entering mercantile circles in 1876, at the age of fifteen. He was first employed as a clerk in a general store in his home town, spending his time in that way until 1881, when he removed westward to Manitoba. Owing to ill health while in that province, he soon returned to the east and remained in Ontario until 1884, when he located at Spence's Bridge, British Columbia, remaining there for a year. In 1885 he embarked in merchandising at North Bend, British Columbia, in partnership with E. Johnston, but in the spring of 1886 sold out to his partner and came to Vancouver, which was then a small and unimportant town, known as Granville. Here he has resided continuously since and with the growth of the city has been closely associated, watching its development from early days and taking active part in its progress. He began merchandising here in March, 1886, but was burned out by the fire which occurred on the 13th of June of that year. Nothing daunted by this calamity, however, he secured another stock of goods and was soon again engaged in

business, in which he continued until 1900, winning a substantial measure of success through all the intervening years, for his trade increased with the growth of the city, his straightforward and honorable business methods securing him a gratifying patronage. With the opening year of the century he closed out his business and turned his attention to other pursuits becoming secretary of the Terminal City Building Society, the City of Vancouver Building Society and the Burrard Building Society, the last named being the only one of the three now in existence. He resigned his position as secretary in 1911 and at the present time is executor of several estates, while his private interests also make large claim upon his attention and energies. He is the holder of much valuable business and residential property in Vancouver and is the owner of a fine farm of one hundred and twelve acres at Langley, British Columbia, which is devoted to the production of fruit, the raising of stock and poultry and to dairy interests, each branch of the business bringing to him a substantial return. His has been a life of unfaltering energy and close application, in which there have been few leisure hours, and his wise utilization of his time and talents has brought him to a most creditable and gratifying position among the leading business men of the city.

Mr. Gordon was married, in Clinton, on Cariboo road, British Columbia, October 18, 1887, to Miss Susan E. McIntyre, a daughter of John and Anna (Kilpatrick) McIntyre, both of whom were natives of Stewartstown, Ireland. The father died in Vancouver in June, 1900, at the age of eighty-three years, and Mrs. McIntyre is still a resident of this city. Although now in her eightieth year, she is still hale and hearty, retains her faculties unimpaired and is as alert and active as a person many years her junior. Unto Mr. and Mrs. Gordon have been born two children: Irmgarde, who is a graduate of the Vancouver high school and the Ontario Ladies College of Whitby; and Alva McIntyre, who is a student at McGill University.

Mr. Gordon is a conservative in politics and has been an active and stalwart advocate of party principles. He has voted in every municipal election ever held in Vancouver and for nine years he was a member of the school board of this city. He became one of the founders of the Pioneer Society of Vancouver, of which he is now serving as treasurer, and no man is more familiar with the history of development, progress and improvement here than he. He holds membership in Pacific Lodge, No. 26, I. O. O. F., in which he has passed through all the chairs, and was grand representative to the sovereign grand lodge in 1902-03. He is prominent and popular

in the club circles of the city, connected through membership with the Canadian and Progress Clubs. Both he and his wife are active and prominent members of Wesley Methodist church and take helpful interest in various lines of church and charitable work. Mr. Gordon is now serving as a member of the board of trustees of the Ferris Road, Trinity and Dundee Street Methodist churches. His wife is active in the Ladies Aid Society of the Wesley Methodist church, has been a member of the directorate of the Children's Aid Society for six years and is active in the home work of that organization. In fact, both Mr. and Mrs. Gordon are possessors in large measure of that broad humanitarian spirit which reaches out in helpfulness and kindliness to all, and their labors have done much toward making the world better and brighter for the unfortunate ones.



William Charles

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WILLIAM CHARLES, Pacific coast pioneer, Hudson's Bay Company factor, scholar, artist, prominent [illegible] the early history of British Columbia, and [illegible] who merged the [illegible] development, was a native of [illegible] Row, Edinburgh, March 5, 1831, a son of [illegible] Charles, [illegible] early factors of the Hudson's Bay Company.

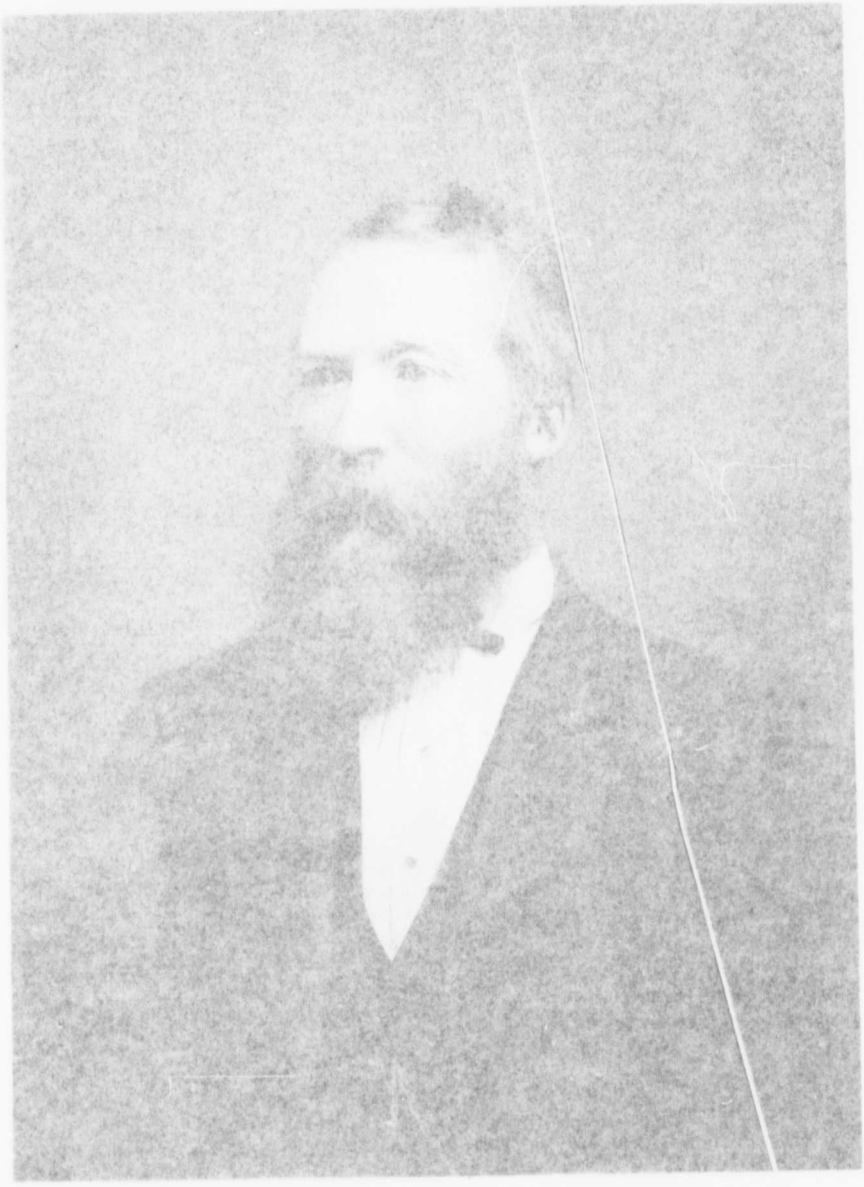
William Charles was educated [illegible] street school and Edinburgh University. [illegible] his association of a later broad education and culture which was [illegible] of the men throughout his subsequent career.

He came to the Pacific coast [illegible] by way of Panama in 1852, and was for a time in the employ [illegible] Ogden, of Portland, Oregon, and two years later, [illegible] entered the service of the Hudson's Bay Company. He was [illegible] different times at old Fort Vancouver on the Columbia [illegible] Utah, and at Fort Boise. He was transferred to Victoria [illegible] and was subsequently in charge of Fort Hope, Fort Yale [illegible] Colville.

In 1874 he was promoted to the grade of [illegible] and placed in charge of the Victoria establishment. He is [illegible] kindly by Bancroft, the historian of the Pacific coast, [illegible] furnished much valuable data respecting Oregon and British Columbia, and his name also appears frequently in the old Hudson's Bay correspondence, which has been collected and preserved in the British Museum and Provincial Library.

Later, in 1874, he was made inspecting [illegible] of the western department, an important post, including [illegible] Hudson's Bay establishments in and west of the Rocky mountains, retaining this position up to the time of his retirement in 1883, thereafter residing permanently in Victoria to the time of his death, which occurred May 21, 1903, in his seventy-third year.

He was of the old stock of the Hudson's Bay Company, dating far back in the history of that remarkable and powerful organization. As before mentioned, his father was a chief factor, having been [illegible]



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WILLIAM CHARLES, Pacific coast pioneer, Hudson's Bay Company factor, scholar, artist, prominent figure in the early history of British Columbia and one of the "trail blazers" who marked the way for later civilization and development, was a native of Scotland, born at Inverleith Row, Edinburgh, March 5, 1831, a son of John Charles, one of the early factors of the Hudson's Bay Company.

William Charles was educated at Hill Street school and Edinburgh University, having there laid the foundation of a later broad education and culture which was characteristic of the man throughout his subsequent career.

He came to the Pacific coast from Edinburgh by way of Panama in 1852, and was for a time in the employ of Breck & Ogden, of Portland, Oregon, and two years later, or in 1854, entered the service of the Hudson's Bay Company. He was stationed at different times at old Fort Vancouver on the Columbia river, Fort Hall, Utah, and at Fort Boise. He was transferred to Victoria in 1858 and was subsequently in charge of Fort Hope, Fort Yale and Fort Kamloops.

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Later, in 1874, he was made inspecting chief factor of the western department, an important post, including in its jurisdiction all the Hudson's Bay establishments in and west of the Rocky mountains, retaining this position up to the time of his retirement in 1885, thereafter residing permanently in Victoria to the time of his death, which occurred May 21, 1903, in his seventy-third year.

He was of the old stock of the Hudson's Bay Company, dating far back in the history of that remarkable and powerful organization. As before mentioned, his father was a chief factor, having been identified

with the company's operations in Rupert's Land. His name appears among the members of the Hudson's Bay councils, which may properly be regarded as "fur trading parliaments,"—at Red River in 1835 and 1839, and again at Norway House in 1840, at the first of which the late Duncan Finlayson presided, and at the latter two of which Sir George Simpson was the presiding officer. It is also affirmed that his mother, William Charles' grandmother, was the daughter of one of the high officials at Fort York or Churchill on Hudson bay at the time of the French invasion, at which time she was taken a prisoner to France but subsequently released.

Although William Charles did not participate prominently in public affairs and was comparatively unknown to the younger generation, to those who knew him well in early days and who had business or social intercourse with him, he appealed most strongly, and the warm ties of friendship were never broken.

His name was a synonym for honor and personal integrity. In his official capacity, his duties were performed with that competency and conscientiousness which constituted the character of the man, bringing to both his business and social activities acute intelligence and wide knowledge.

He was a man of fine artistic taste, and many of his sketches portrayed, not only the promise of high accomplishment as an artist, but illustrate in an originally clever way the many phases of fur trading life of the frontier wilds. He was a close student and wide reader, with a fondness for natural science, with a particular liking for natural history, and owned one of the most carefully selected libraries in the province. Had he been so disposed he could have left very interesting historical and literary reminiscences, but like so many of his contemporaries who were so splendidly equipped by mentality, education and experience, owing to the more practical turn which trading life gave, he was indifferent to the opportunities which lay before him in that direction, which all students of western pioneer life must deeply regret. As a man he preferred a life of quiet retirement, whose allegiance was to his old friends, endeared to them as he was by sterling qualities of heart and mind.

Physically, he was in his prime, vigorous, powerful, capable, of great endurance and wonderful feats of travel which seem almost unbelievable in this day of modern facilities. In talking of the hardships of reaching the Yukon, he used to laugh at the stories of some of the "tenderfeet" of later days. On one occasion while at Fort Vancouver upon the arrival of a ship he was ordered to report to Fort

York, and on four days' notice undertook the journey, going up the Columbia river, past the present site of Revelstoke, thence up the Canoe river and through Yellowhead Pass, out to the plains, whence he took the Saskatchewan, and so on to his journey's end. These were the common, and not the uncommon experiences of the rugged life led by Hudson's Bay men, which few men would undertake or undergo at the present day with improved modes of travel.

On October 3, 1859, Mr. Charles married Mary Ann Birnie, a native of Astoria, Oregon, and a daughter of James Birnie, at one time identified with the Hudson's Bay Company, but who subsequently severed his connection and took up government land on the Columbia river at Cathlamet, Oregon, to which he devoted the remainder of his life, and died on the farm thus established.

Mr. Charles was survived by Mrs. Charles, two daughters and a son: Mrs. Eberts, wife of the Hon. David M. Eberts, K. C., former attorney general of British Columbia; Mrs. Worsfold, wife of C. Worsfold, superintendent of the Dominion public works department at New Westminster; and William B. Charles, of Kamloops, British Columbia.

Mrs. Charles possesses to a remarkable degree those charming traits of mind and character with which her husband was so liberally endowed and which endeared them both to their hosts of friends. Her social life, while most unostentatious, is a pleasure and a joy to both her friends and to herself. Mr. Charles' death marked the parting of another link in the chain of hardy pioneers whose lives and work unite the past with the present and whose sterling integrity, industry and faith in the future, contributed so much to the present well being and prosperity of the province of British Columbia and added so much of credit to its history.

John A. Lee

John Andrew Lee

John Andrew Lee

FOREMOST along any line of activity to which he gave his attention, John Andrew Lee has become one of the substantial men and leading merchants of New Westminster, conducting one of the largest department stores in this city and being at the head of numerous other important commercial and financial institutions. An indication of the position he holds in regard to business development is given in the fact that he serves at present as president of the Board of Trade and, moreover, has held for three terms the office of mayor during a most momentous period in the history of the city, promoting and bringing to realization such important measures as the new harbor plan and the survey of the city. He was born in Mount Forest, Ontario, on February 11, 1868, a son of Samuel and Marjory (Donogh) Lee, the former a native of Londonderry, Ireland, and the latter of County Sligo, that country. They were brought to Canada by their respective parents as boy and girl and attained their majority in Ontario, where they subsequently married and located in York county, that province, the father engaging in farming. He subsequently turned his attention to merchandising, with which line he was identified in later life. He died in 1883, highly esteemed and respected in his community, his wife surviving him until 1897. Both were devout members of the Methodist church.

John Andrew Lee received his education in the Toronto public schools, his course, however, being cut short, as he had to leave school at the age of thirteen in order to earn his own support. At that early age he secured a position in the dry-goods store of Robert Simpson in Toronto, a relationship which continued for some years. During that time he rose through the various departments in the store to an important position, becaming manager of a branch of the business. In 1890 he resigned his position in order to come westward and test out the stories he had heard about the greater opportunities of that region. Going to San Francisco, California, he there remained a little less than a year before removing to Virginia City, Nevada, where for nine months he was employed in a store, when he was tendered a position by Haley & Sutton, the predecessors of Gordon Drysdale & Company. Haley & Sutton were organizing their

business at that time and Mr. Lee took charge of the store for them, this being in 1891. In 1893 the firm sold out to Gordon Drysdale & Company and Mr. Lee then engaged in the real-estate and insurance business, remaining in that line for one year. In the summer of 1894 he proceeded into the Lillooet country, where he engaged in mining. As he expected to gain rapid success, he did not shun the hardest of work and day by day set out with pick and shovel to seek his fortune. However, the reverse of success was to be his, this venture proving only a means of losing his savings. With the coming of the snow he came to New Westminster to recuperate his fortunes and accepted a position with Alexander Godfrey, a hardware merchant, as bookkeeper, remaining in this connection until 1896, when he returned to San Francisco to accept a position in a dry-goods house, which he retained until 1900. That year marks his return to New Westminster and subsequently, in September, 1903, Mr. Lee bought out the business of the Standard Furniture Company, devoting his attention to its development and upbuilding. In the following December, however, he sustained a heavy loss, his store being completely destroyed by fire, but with his characteristic spirit of energy he immediately set up again in business, his new place being opened in May, 1904. In the following four years his establishment expanded rapidly under his able management and in 1908 he was forced to provide larger quarters, buying at that time his present commodious business block. During the years 1911 and 1912 he added dry goods and various other departments and has now one of the most modern and up-to-date department stores in New Westminster. In 1912 the growth of the business made it imperative to add another story to his building and he at the same time renovated his place throughout, instituting numerous conveniences for his customers and making his department store one which rivals any metropolitan establishment. An indication of the extensive business done is given in the fact that his pay roll runs from eight hundred to eleven hundred dollars weekly. His rapid success along this line is entirely attributable to his innate ability, his ready understanding of business conditions and the needs of the public, his sound judgment and the honorable methods which prevail in the store. Moreover, he has trained a force of employes with whom it is a pleasure to deal. It is but a master mind which in so short a time can create and can successfully conduct so large an institution, and Mr. Lee's ability for organization is readily recognized in business circles, his services having been enlisted by numerous other enterprises which have largely benefited thereby. He serves at present as president of the Modern Office Supply Company of Vancouver and holds the same position

in relation to the National Printing & Publishing Company, which publishes the New Westminster Daily News, this journal having largely benefited and increased in prestige by his wise counsel and direction. He is also president and manager of the Dominion Match Company of New Westminster. He is connected with other corporations, too numerous to mention, holding a number of directorships on various boards.

In 1897 Mr. Lee was united in marriage to Miss Mildred Major, a daughter of C. G. Major, of New Westminster, and to them have been born two children, Dorothy Mildred and John Ormsby.

That a man of the ability and characteristics such as Mr. Lee possesses should become closely connected with the public life of his community is but natural, and it may be said of him that along official lines he has done work of at least equal importance. For three terms, beginning in 1910, he served as mayor of New Westminster, promoting during that time some of the most important measures undertaken in the interests of the city. He may be called the father of the ordinance which provided for the resurveying of the city and it was he who initiated and fostered the new harbor plan which will give to New Westminster one of the finest and most capacious harbors on the Pacific coast. His political affiliation is with the conservative party and his interest and standing in the organization is evident by the fact that he serves at present as president of the Conservative Association of British Columbia. He is also president of the Union of Municipalities of British Columbia and holds the same important position in relation to the Board of Trade, in which he always can be found in the front ranks of those who leave no stone unturned to promote industrial and commercial expansion. He is a member of the Westminster Club, of the Burnaby Lake Country Club and the British Columbia Golf and Country Club at Coquitlam, the two latter connections giving an indication of his means of recreation and relaxation. He is prominent in the Masonic order, being a member of King Solomon Lodge, No. 17, A. F. & A. M.; Westminster Chapter, R. A. M.; Westminster Preceptory; and Gizeh Temple, A. A. O. N. M. S., of Victoria. To estimate the value of the labors of Mr. Lee in their effect upon the advancement and development of New Westminster is practically impossible, but that he has been among the foremost forces to bring about the present prosperous conditions is readily conceded by all. He is highly respected and honored in his community, as he is a man who has not only striven for individual success but has given as much time and thought to promote general measures which have proven of the utmost benefit to the general public.

J. F. Paterson

Thomas Frank Paterson

ONE of the successful and prominent men in Vancouver at the present time and one whose personality, executive ability and sound judgment have been felt as a factor in the development and upbuilding of the city's commercial interests is Thomas Frank Paterson, president and manager of the Paterson Timber Company, Ltd. He was born in Thamesford, Ontario, on the 19th of November, 1867, and is a son of Alexander and Agnes Paterson, pioneers in Middlesex county, Ontario, and afterward settlers in Bruce county, in the same province. They have now for a number of years made their home in Vancouver.

Thomas Frank Paterson acquired his education in the public schools of Bruce county and in the high schools at Goderich and Clinton, Ontario, and after laying aside his books taught in the schools of Bruce county from 1888 to 1892. He later attended Guelph Agricultural College and from that institution went to Toronto University, graduating in 1896, with the degree of B. S. A., and receiving the highest honors in his class, acting as valedictorian. In the fall of 1896 he lectured for the British Columbia government on agriculture and upon the formation and maintenance of a series of farmers' institutes throughout the province, similar to those then in profitable existence in Ontario. He was afterward on the editorial staff of the Vancouver World, serving from 1897 to 1898, and in the fall of the latter year purchased a one-third interest in the Canadian Pacific Lumber Company, Ltd., at Port Moody. In 1902 he and his brother, W. Innes Paterson, formed the Paterson Timber Company, Ltd., of Vancouver. Of this firm Thomas F. Paterson is now president and managing director. In association with his brother, W. I. Paterson, he also purchased in 1907 the plant of the Cascade Mills, Ltd., and he is also president of this company. In addition to this he is president and managing director of the Terminal Lumber & Shingle Company, Ltd., of Vancouver. He is vice president of the Burrard Publishing Company, Ltd., publishers of the Vancouver Sun, and a director in the Forest Mills, Ltd., of British Columbia, and in the Colonial Pulp & Paper Company, Ltd., these connections

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indicating something of the scope and extent of his interests and of his high standing in business circles of the community.

On the 1st of October, 1902, Mr. Paterson married, in New Westminster, British Columbia, Miss Mary Olive Tait, a daughter of the late T. B. and Eva Tait, the former at one time a prominent lumberman in Burk's Falls, Ontario, where he controlled the business operated by the T. B. Tait Lumber Company. Mr. and Mrs. Paterson have four children, Evelyn, Gladys, Ethelwyn and Phyllis.

Mr. Paterson is a member of the Presbyterian church and fraternally is affiliated with the Masonic order and the Independent Order of Odd Fellows. He is a liberal in his political beliefs and is affiliated with the Vancouver Commercial Club, being ready at all times to cooperate in any movement for the promotion of the commercial growth of the city. He has resided in British Columbia for the past sixteen years and has been during most of that time one of the great individual forces in the business development of Vancouver, for the influence of his personality and his unusual ability have been felt as a community asset as well as a factor in his individual prosperity. He holds the respect of his business associates, the warm regard of his friends and the confidence and esteem of all who are in any way associated with him.

R. Kindon Gate

Robert Kerr Houlgate

ON FINANCIAL [illegible] the name of Robert Kerr Houlgate [illegible] well known and his business [illegible] important character. He was [illegible] England, September 17, [illegible] and Jessie M. [illegible] was a banker of Whitehaven, remaining [illegible] age of the Cumberland Union Bank of that place [illegible] connection being terminated by his death in 1901. He was for many years a captain in the volunteer artillery and held many positions of trust and honor of a public or semi-public character. In fact, he was one of the leading and influential residents of his community, his worth and ability being widely acknowledged.

Robert K. Houlgate was educated at Giggl Bank College, at Whitehaven, England, and throughout his entire life has been more or less closely connected with financial interests. When his text-book days were laid aside he entered the employ of the Cumberland Union Bank at Whitehaven in the capacity of clerk and was advanced through various grades in that bank and other financial institutions [illegible] 1894, when he became manager of the London City and Midland Bank, Limited, at Morley, Yorkshire, England. He continued [illegible] 1898, when he came to Vancouver, British Columbia, to accept the position of assistant manager for British Columbia of the Yorkshire Guarantee and Securities Corporation, Limited, of Huddersfield, England. Within the year he became manager and so continued to the present time, controlling and directing the important interests of that company in this province. This corporation, which has a capital of two million, five hundred thousand dollars, established in Vancouver in 1890. They are a mortgage company, do a general financial and investment business, buy and sell bonds, manage estates and act as trustees and executors. They buy and sell for clients vacant and improved property in Victoria and New Westminster. In 1908 Mr. Houlgate, manager of the Yorkshire Guarantee and Securities Corporation, became general agent for British Columbia for

Robert Kerr Houlgate

IN FINANCIAL and industrial circles the name of Robert Kerr Houlgate, of Vancouver, is well known and his business is of an extensive and important character. He was born at Whitehaven, England, September 11, 1868, and is a son of William and Jessie M. (Kerr) Houlgate. The father was a banker of Whitehaven, remaining for about half a century as manager of the Cumberland Union Bank of that place, his labors in that connection being terminated by his death in 1903. He was for many years a captain in the volunteer artillery and held many positions of trust and honor of a public or semi-public character. In fact, he was one of the leading and influential residents of his community, his worth and ability being widely acknowledged.

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the Yorkshire Insurance Company, Limited, of York, England, representing fire, employers' liability, accident, plate glass and live-stock insurance and so continues to date. Mr. Houlgate is also general investment agent for the company in the province and in this connection he is conducting a large and rapidly growing business. They have extensive, safe and conservative investments in the province which Mr. Houlgate has placed for them. He is also agent for the Home Insurance Company of New York, representing fire and automobile insurance; agent for the Vancouver Land and Improvement Company, Limited; the Vancouver Land and Securities Corporation, Limited; the estate of Isaac Robinson; the estate of Town and Robinson, and also has other financial interests. He is likewise president of the Mainland Transfer Company of Vancouver and of the Pacific May-Oatway Fire Alarms, Limited, of Vancouver. He is also an officer of a number of corporations subsidiary to the Yorkshire Guarantee and Securities Corporation, Limited, and he has valuable real-estate holdings. What he has undertaken and successfully accomplished places him among the foremost financiers and business men of the province and his efforts have been of a character which have promoted public prosperity as well as individual success.

Mr. Houlgate has taken an active part in all matters pertaining to the growth and development of Vancouver and British Columbia since coming to the new world. He is interested in everything pertaining to civic welfare and his efforts have been resultant factors along many lines of benefit to his adopted city. He was a director of the old Tourist's Association, which was absorbed into the Progress Club and which did much for Vancouver, exploiting its resources and advantages and making known its opportunities and its possibilities. His publicity work has been resultant and Vancouver has every reason to number him among her builders and promoters.

On the 31st of January, 1906, Mr. Houlgate was married in Vancouver to Miss Mabel G. Willox, a native of Herne Bay, England, and a daughter of Thomas and Mary Willox. In politics Mr. Houlgate is a conservative but not an active party worker. He belongs to the Vancouver and Vancouver Royal Yacht Clubs of Vancouver, the Westminster Club at New Westminster, the Union Club of Victoria and the United Empire Club of London, England. It is an acknowledged fact that he occupies a central place on the stage of business activity and all concede that merit has won him the laurels which he has gained.

C. N. DeBeck

Captain Clarence Hunter De Beck

CAPTAIN CLARENCE HUNTER DE BECK, [illegible] and representative citizen of New [illegible] is said to have been one of the [illegible] in the development of the rich lands [illegible] British Columbia. He was a prom[illegible] ations, the [illegible] old Hastings [illegible] for years [illegible] best paying [illegible] wick and [illegible] son of George [illegible] Brunswick, [illegible] the western [illegible] to the isthmus [illegible] ship up the [illegible] Westminster [illegible] where he was [illegible] about two years [illegible] hale and hearty [illegible] of ninety-nine years.

Captain Clarence [illegible] and at St. Louis College [illegible] years of age he secured [illegible] dollars per month and [illegible] continued in school [illegible] to work in logging camps [illegible] connected with clerical [illegible] when he returned to New [illegible] gaged in teaming, being [illegible] penitentiary and asylum [illegible] work for three years and [illegible] morning never to return [illegible] he remained out until that [illegible] he and his three brothers [illegible] Warren and George Ward,

Captain Clarence Hunter De Beck

CAPTAIN CLARENCE HUNTER DE BECK, one of the leading and representative citizens of New Westminster, may be said to have been one of the foremost factors in the development of the rich lumber resources of British Columbia. He was a pioneer here in the sawmill business and when he began operations, there were but two establishments, the old Moodyville and the old Hastings mills, when he erected the Brunette Saw Mills, which for years was the largest in the province and which still is one of the best paying ones here. Captain De Beck is a native of New Brunswick and was born in Carleton county, August 21, 1855. He is a son of George and Eliza Ann (Dow) De Beck, both natives of New Brunswick, whence in 1868 they came to British Columbia among the western settlers. They made their way by boat from New York to the isthmus of Panama which they crossed, and then again took ship up the coast to Victoria. Two months later they came to New Westminster where the father engaged in logging in Burrard Inlet, where he was accidentally killed while engaging in that occupation about two years later. The mother is still living and is remarkably hale and hearty and in full possession of all her faculties at the age of ninety-nine years.

Captain Clarence H. De Beck was educated in the public schools and at St. Louis College in New Westminster and when only thirteen years of age he secured a position to drive stage at a salary of fifty dollars per month and board. After coming to New Westminster he continued in school until his father's death, at which time he engaged to work in logging camps in various positions, being, however, always connected with clerical work. He thus continued for about six years when he returned to New Westminster and, buying two teams, engaged in teaming, being largely occupied in the construction of the penitentiary and asylum. He continued successfully in this line of work for three years and made it his principle when going out in the morning never to return without earning ten dollars for the day and he remained out until that purpose was accomplished. Subsequently he and his three brothers, Howard L., Warren and George Ward,

built the Brunette Saw Mills in Sapperton which under their able management were developed until they were conceded to be the best paying lumber mills in the province. In 1889 Captain De Beck sold his interest in these mills but although he had already attained a competence, he could not endure inactivity and two years later purchased a tugboat and engaged in the towing business. In 1894 he sold out and in 1896 engaged in work on the government snag boat Sampson, remaining in the federal service for about ten years. When the King Edward dredge boat was finished in 1897 he was placed in charge of that vessel and so continued until 1906, when he left the government service. Following that period he and his son-in-law, C. W. Tate, established and built the Fern Ridge Lumber & Shingle Mills in the Langley district, which they developed into an important industry. Captain De Beck in 1912 sold his interest in these mills and on the 1st of January, 1913, bought the Royal City Shingle Mills, which he is now operating.

In February, 1879, Mr. De Beck was united in marriage to Miss Emily Jane Edwards, a native of Sapperton and a daughter of William Edwards, who was one of the Sapperton miners who came to British Columbia in the early days, in advance of civilization. Captain and Mrs. De Beck have two children: Mabel Evaline, the wife of N. M. Mattheson, collector of customs at New Westminster; and Violet Winifred, who married C. W. Tate, who is in charge of the Fern Ridge Lumber Company. It was on May 20, 1912, that the family circle was broken by death, when Mrs. De Beck passed away. In his religious affiliations Captain De Beck is a Presbyterian and gives stalwart support to that organization. One of the pioneers of this district, he has done important work in promoting progress and especially in founding a large and prosperous industry which has grown to magnificent proportions as the years have passed. All that affects the welfare of New Westminster and the province finds in him an interested supporter and he is ever ready to give of his time and money in order to promote worthy public enterprises of permanent value. It is to such citizens as Captain De Beck that the present prosperous conditions in British Columbia are largely due, and the honor, esteem and confidence which is given him is therefore well merited.

R Dunsmuir

Hon. Robert Dunsmuir

HON. ROBERT DUNSMUIR, characterized as "British Columbia's most valued citizen," was an early pioneer, active in the development of the resources of the province and as a railway builder, and equally well known because of his generous friendship for the poor and his prominence in the political councils of both the province and the Dominion. His friends were legion and the circle embraced many of the distinguished citizens of the east as well as of the west. The memory of his strong and useful life, of the sincerity and simplicity of his character, will not soon be forgotten. His record might well be compared with that of the day with its morning of hope and promise, its noontide of activity, its evening of completed and successful effort, ending in the grateful rest and quiet of the night.

Robert Dunsmuir was born in 1825, in Hurlford, Ayrshire, Scotland, where his father and grandfather were coal masters. He was educated in the Kilmarnock Academy and in 1847 he married Johanna, daughter of Mr. and Mrs. Alexander White. Soon afterward he started with his young wife for Vancouver island, in the interests of the Hudson's Bay Company, to open up the coal lands of the Fort Rupert district. The project was not entirely successful and in 1854 he returned to Nanaimo to assist in the development of the mines that later became the holdings of the Vancouver Coal Company. In 1864 he was placed in charge of the Harewood mine by Messrs. Wallace, Southgate and others. In 1869 he discovered croppings of coal on Departure bay, sunk a shaft but failed to locate the main coal seam. However, after a long and tedious search he found the seam under the roots of an upturned tree in the dense forest, and at this spot soon developed the rich Wellington collieries. This discovery started a revolution in the coal trade of the province, as the coal proved to be of the highest grade that had been discovered on the Pacific coast and its fame soon spread. Admiral Farquhar, Captain Edgerton and Lieutenant Diggle became interested in the mine, which proved to be an unqualified success from the first. In 1878 Mr. Dunsmuir purchased the interests of Admiral Farquhar and Captain Edger-

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ton and in 1881 bought the Chandler mine at South Wellington and in 1883 became the sole owner of the Wellington mine by purchase of Lieutenant Diggle's holdings, paying for an original investment of a few thousands nearly three-fourths of a million dollars.

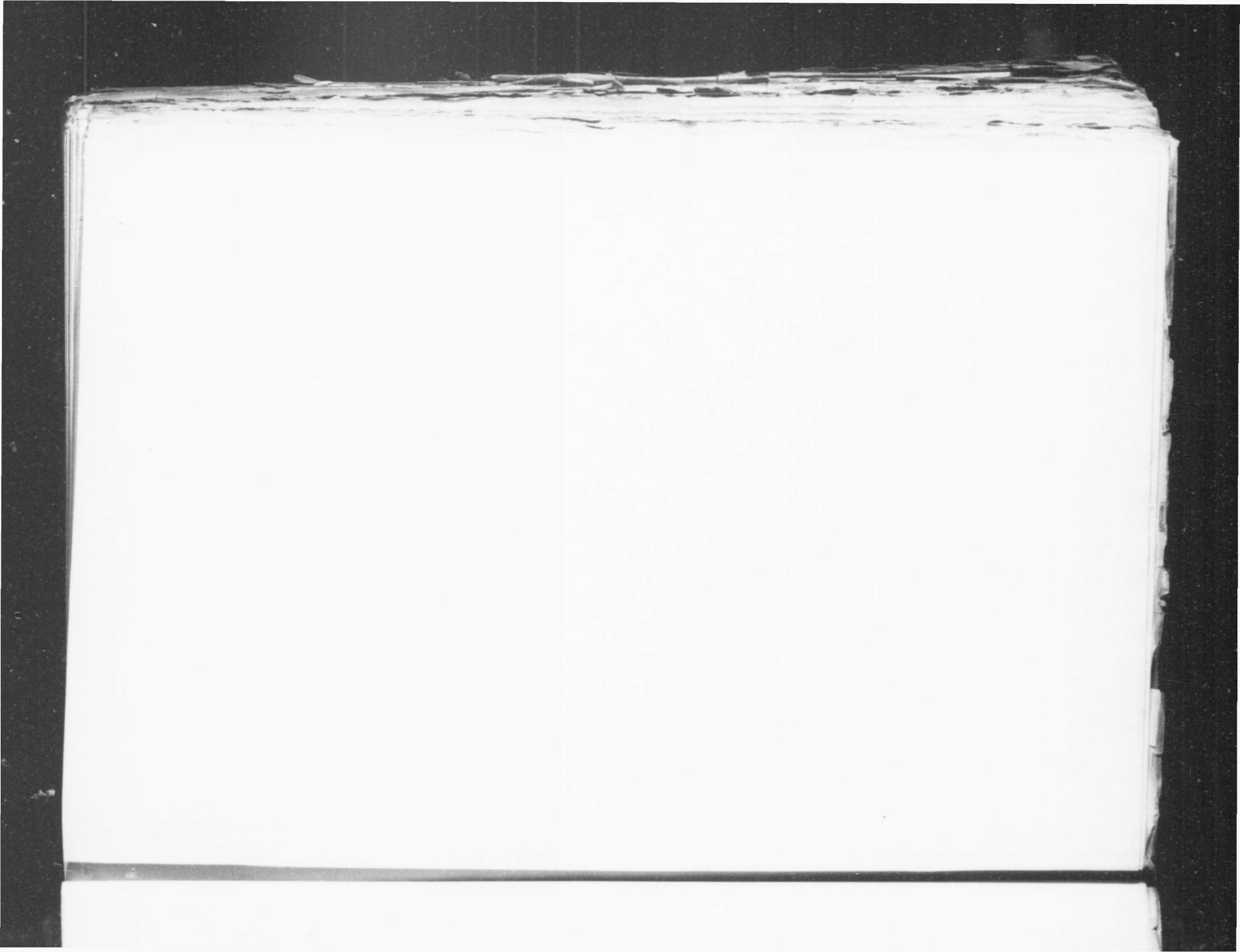
His next great enterprise was the construction of the Esquimalt & Nanaimo Railway, and the negotiations in connection with this project between Mr. Dunsmuir and the Marquis of Lorne, then governor general of Canada, resulted in the settlement of the long-existing differences between the province and Dominion, the amicable adjustment being largely due to the foresight and sound common sense of Mr. Dunsmuir. The railway, begun in 1884, was opened for traffic in 1886. Two years later Mr. Dunsmuir began the development of the Comox mines in connection with the Southern Pacific Railway. His numerous interests included a fleet of sailing and steam vessels and he was the chief owner of the Albion Iron Works. He was also largely interested in the Canadian Pacific Navigation Company and was the chief shareholder of the Victoria Theatre. He served as president of the Esquimalt & Nanaimo Railway, of the Albion Iron Works and the Victoria Theatre Company and was a director and shareholder in various other enterprises throughout the province. His business affairs were of such volume and importance as to constitute an essential and valuable feature in the development of the northwest, and while he achieved an individual success, he also largely promoted public progress and prosperity.

While in no sense a politician, Mr. Dunsmuir took quite a prominent part in public affairs. In 1882 he was elected senior member for the Nanaimo district, was returned in 1886 and in August, 1888, was gazetted president of the council, a position which he occupied to the time of his death. On account of his broad grasp of affairs his opinions were often sought concerning the larger public questions affecting the whole Dominion, and he numbered such men as Sir John Macdonald, Sir Charles Tupper and other leaders of Dominion administration among his warm personal friends.

Mr. Dunsmuir died April 12, 1889. On the day of the funeral, from an early hour in the morning, the streets were thronged with people from every part of the province who had come to pay their last respects to the man who had done so much to promote the best interests of their common home and who showed by his deeds—for he was ever a man of deeds rather than words—the loyal spirit which he ever maintained toward the land of his adoption. He was a member of the Caledonian, the Pioneer and St. George societies and was extremely popular in those organizations. Death gives the perspec-

tive which places every event and every individual in a true relation to the history of the times. The passing years will but serve to heighten the fame and brighten the memory of Hon. Robert Dunsmuir. He had many traits admirable and worthy of all praise, but foremost among his many noble qualities was his large capacity for friendship, and the universality of his friendships interprets for us his intellectual hospitality and the breadth of his sympathy, for nothing was foreign to him that concerned his fellows. Perhaps no better characterization of Robert Dunsmuir can be given than by quoting from one of the local papers, which said editorially: "British Columbia mourns today the death of its most prominent citizen. Every inhabitant of the province, high and low, felt a personal interest in the Hon. Robert Dunsmuir. He was regarded as the province's chief and truest friend. All knew that whatever might betide, Mr. Dunsmuir would stand by British Columbia. Its interest was his interest and he identified its prosperity with his own. This is how every British Columbian today feels, that he has lost a friend. And he well deserved to be highly esteemed by the people of the province. He took the deepest and the most lively interest in its welfare, and every project that had for its object the advancement of the province found in him a generous friend. He did not calculate closely whether the money he advanced to promote and encourage it would yield him a sure return. It was sufficient that it afforded a prospect of developing the resources of the province to command his willing aid. The good he did in this way will live long and his name will be gratefully and pleasantly remembered by the hundreds whom he has benefited. Mr. Dunsmuir was more than a mere man of business. He was a kind and sympathetic friend to those who needed help. He had a bright smile and cheering words for the disheartened which made the material help he was ever ready to extend all the more precious. It will never be known how much he has given to aid those who were less fortunate than he in the battle of life. He seldom talked of the benefits he conferred. It can be said of him better than of most men that his left hand did not know what his right hand did. His kindness of heart was widely known. His employes, when they believed they were harshly dealt with by the managers of the different departments, were always ready to go to him with their grievance, well knowing that when an appeal was made to his feelings he would take an indulgent view of their offense and make up to them in some way for the severity with which they had been treated. His many acts of kindness and consideration to those in his employ will be the theme of conversation at many a fireside for years to come. Mr. Dunsmuir

was always the most approachable of men. He had a kindly greeting for everyone and was as ready to give a hearing to the humblest man in the community as the highest. The amount of good he did in the country will be realized now that he has gone. It will be found that British Columbia has lost a large-minded, an enterprising and public-spirited citizen and the community a man who did his duty in every relation of life manfully and conscientiously. Shall we ever see his like again?"



J.H. Senkler

John Harold Senkler, B. A., K. C.

JOHN HAROLD SENKLER, [illegible] partner in the firm of Senkler, [illegible] & Van H[illegible], barristers of Vancouver, has [illegible] high rank in his profession and is almost equ[illegible] known in political and ath[illegible] circles. In fac[illegible] ests of his life are varied [illegible] evenly balanced [illegible] his a well rounded character. H[illegible] in Brockville, [illegible] July 24, 1866, a son of Edmond [illegible] Margaret McL[illegible] ing) Senkler. His education [illegible] in St. Cath[illegible] giate Institute in Upper Can[illegible] Toronto Un[illegible] from which he won his Bachel[illegible] in 1880, and [illegible] Hall. Thorough preliminary [illegible] him for the [illegible] law. He was called to the [illegible] 1892 and [illegible] year came to British Colum[illegible] afterward [illegible] bar of this province. He [illegible] remained in [illegible] for twenty years and succes[illegible] efforts, [illegible] rough and careful preparation [illegible] strong and [illegible] presentation of his cause and the [illegible] ments. In [illegible] appointed a king's counsel [illegible] has been at the [illegible] firm of Senkler, Spinks & [illegible] of the stro[illegible] ing at the bar of Vancouver [illegible] ing attested [illegible] and distinctively represent[illegible] accorded them [illegible] Mr. Senkler was appointed [illegible] mer to revise [illegible] the rules concerning the [illegible] ceedings of the [illegible] and the supreme courts [illegible] n.

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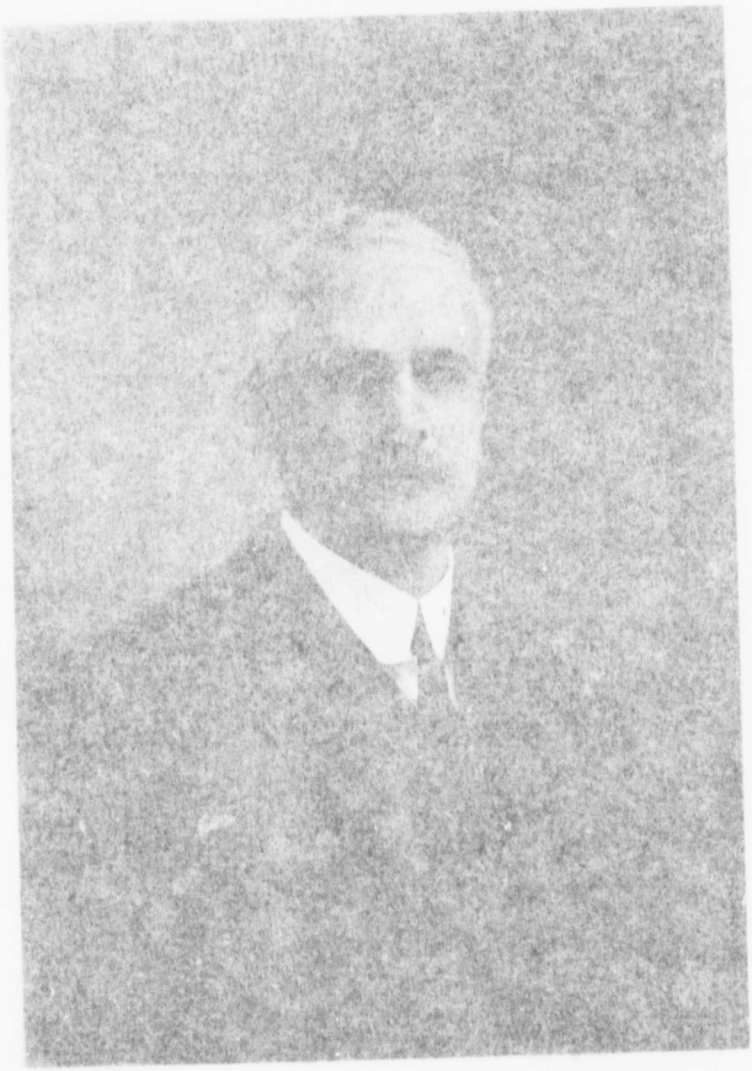


J.H. Senkler

John Harold Senkler, B. A., K. C.

JOHN HAROLD SENKLER, senior partner in the firm of Senkler, Spinks & Van Horne, barristers of Vancouver, has attained high rank in his profession and is almost equally well known in political and athletic circles. In fact the interests of his life are varied and evenly balanced, making his a well rounded character. He was born in Brockville, Ontario, July 24, 1866, a son of Edmund John and Margaret McLeod (Cumming) Senkler. His education was acquired in St. Catharines Collegiate Institute, in Upper Canada College, in Toronto University, from which he won his Bachelor of Arts degree in 1889, and in Osgoode Hall. Thorough preliminary studies qualified him for the practice of law. He was called to the bar of Ontario in 1892 and the following year came to British Columbia, being soon afterward called to the bar of this province. He has continuously remained in practice here for twenty years and success has attended his efforts, owing to his thorough and careful preparation of his cases, his strong and forceful presentation of his cause and the logic of his arguments. In 1905 he was appointed a king's counsel and since 1909 he has been at the head of the firm of Senkler, Spinks & Van Horne, one of the strongest practicing at the bar of Vancouver, their ability being attested by the large and distinctively representative clientage accorded them. In 1904 Mr. Senkler was appointed a royal commissioner to revise and consolidate the rules concerning the practice and proceedings of the county courts and the supreme courts of British Columbia.

Moreover, his prominence in other connections makes him one of the foremost citizens of his province. He was chairman of the board of conciliation of the British Columbia Copper Company's employes, to which position he was appointed in 1910. He has declined appointment to the position of gold commissioner and also as commissioner to the Yukon.

In politics Mr. Senkler is well known as a liberal and has always taken an active interest in the vital political questions of the day. He has been for some years president of the Vancouver Liberal Association. He unsuccessfully contested Vancouver for the local legis-

lature at the general election of 1909, heading the liberal candidates at the election, and for the house of commons at the general election of 1911. While his party is in the minority, he is one of its recognized leaders and his opinions carry weight in its councils.

In June, 1895, in Vancouver, Mr. Senkler was united in marriage to Miss Margaret Hargrave Richards, the youngest daughter of the late Hon. A. N. Richards, Q. C., and ex-lieutenant governor of British Columbia. The children of this marriage are two sons and four daughters. The parents are members of the Anglican church and are interested in much that pertains to the moral progress of the community. It has been said by a renowned philosopher that the next most important thing to working well is playing well, that the individual should enter with all possible zest and interest into his recreations, and this Mr. Senkler does, having a very extensive acquaintance in athletic circles. In 1908 he was appointed a member of the Canadian Olympic committee and for years was captain of the Vancouver Cricket Club and Vancouver Rowing Club. He has won fame by his skill in athletics and after a long series of honors previously gained he won the all around championship in athletic games at Toronto University in 1886-7. He belongs to the Vancouver Club of Vancouver and the Union Club of Victoria and his social qualities render him popular in those organizations. He not only takes part in their social features but also in the movements therein instituted for the welfare and benefit of the two cities.

H. P. Coperley

A. R. Capurley

Henry Tracy Ceperley

WHILE practically living retired, Henry Tracy Ceperley still retains the presidency of Ceperley, Rounsefell & Company, Limited, insurance, loaning and financial agents. His attention, however, is now largely given to his private interests. His activities in former years, however, have proven factors in the city's upbuilding and he belongs to that class of representative western men who have recognized the eternal truth that industry wins and have made industry the beacon light of their lives. Centuries ago a Greek philosopher said: "Earn thy reward; the gods give naught to sloth;" and this admonition has been verified in all the ages which have since run their course.

Mr. Ceperley was born in Oneonta, New York, January 10, 1851, a son of Martin and Desiah (Winnie) Ceperley, the family coming of Dutch ancestry. Henry T. Ceperley was the youngest of sixteen children, of whom but four are now living, and is the only one of the family in British Columbia. The parents both passed away in the state of New York, the father at the age of eighty-two years and the mother when sixty-five years of age.

In the public schools of his native city Henry T. Ceperley pursued his early education and afterward attended Whitestown Seminary, but at an early age was thrown upon his own resources and whatever success he has achieved and enjoyed is attributable entirely to his enterprise, capable management and diligence. In early manhood he began teaching in the country schools of Otsego county, New York, where he was thus engaged until 1871, when he went to Winona, Minnesota, where he became connected with the produce and commission business. After five years spent in that city he went south to New Mexico, entering the employ as cashier and bookkeeper of a large construction company engaged in building that portion of the Atchison, Topeka & Santa Fe Railroad between Las Vegas and Santa Fe. He spent three years in the southwest and in 1883 went to Montana, where he formed a company for handling cattle. In addition he also established an insurance business in Livingston and thus made his initial step in the insurance field, in which

he has steadily advanced until his firm now controls a business of large proportions, exceeding all others in British Columbia.

Mr. Ceperley came to this province in 1886 and soon thereafter formed a partnership with A. W. Ross for the conduct of a general real-estate and insurance business. This partnership was continued until 1891, when Mr. Ross sold his interest to Mr. Ceperley and returned to Winnipeg. The latter continued the business, which has grown to be the largest in British Columbia. While the present firm of Ceperley, Rounsefell & Company, Limited, carries on a general real-estate, financial and mining brokerage business, their principal strength lies in the insurance work, which has become very extensive all over the province. They are the general agents for the Phoenix of London and for the Liverpool & London & Globe. The success of the company has been due in large measure to the efforts and the administrative direction of the president, who has constantly sought out opportunities to extend the connections of the firm, his practical ideas and plans bringing about tangible results. In 1910 Mr. Ceperley retired from active participation in the business, although he retains the presidency of the company. He has other large personal business interests that require his time. He is the president of the Vancouver Milling & Grain Company, of which he is one of the organizers and incorporators. This concern was established to conduct the exportation of grain and flour and is the only business of the kind in the province and is doing a large and rapidly increasing business. Mr. Ceperley is also managing director of the British America Development Company and was one of the provisional directors of the Bank of Vancouver during its incorporation. He has recognized and utilized opportunities which others have passed heedlessly by and in the promotion of his business interests has advanced public prosperity and progress as well as individual success.

Mr. Ceperley has been married twice. In 1882, at Winona, Minnesota, he wedded Miss Jennie Foster, of that place, who died in Winona in 1892, leaving two children: Ethelwyn, the wife of J. E. Hall, managing director of the Vancouver Milling & Grain Company; and Arthur T., who is connected with the Jobes Milling Company of Portland, Oregon. For his second wife Mr. Ceperley chose Miss Grace Dixon, of Mount Clemens, Michigan. The family home is at Burnaby Lake, a suburb of Vancouver. Mr. Ceperley is cast in heroic mold, being six feet and three inches in height and weighing two hundred and forty pounds. He is a most genial, companionable gentleman and has gained a host of warm friends during his residence in the northwest. He is a member of the Vancouver

Board of Trade and was for a number of years a member of its council. In his earlier years he was an active member of the Masonic and Knights of Pythias fraternities. He is now identified with several of the leading clubs, for two years was president of the Terminal City Club, is a member of the Jericho Country Club and of the Vancouver Golf Club. The spirit of American activity and enterprise has led him out of humble surroundings into most important business and financial relations, and British Columbia has profited by his efforts and his public spirit.

Henry S Rowland

H

Henry S Rowland

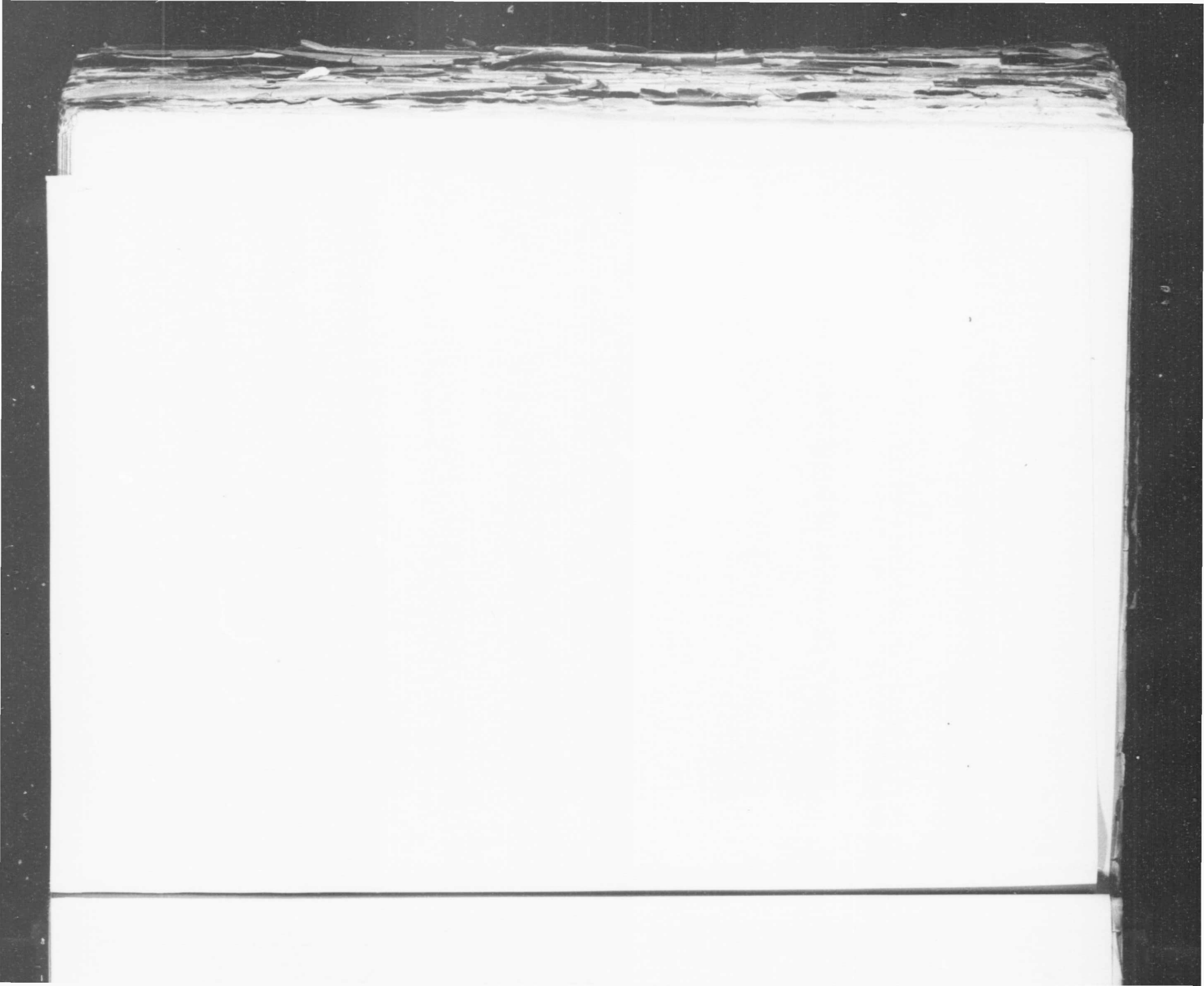
Henry S. Rowling

HENRY S. ROWLING, president and managing director of the Vancouver Real Estate Company, has been successfully engaged in the real-estate business at Vancouver for the past decade. He is a worthy native son of British Columbia, his birth having occurred at New Westminster on the 3d of February, 1864. His parents were William Henry and Mary (Russell) Rowling, the former born in Truro, Cornwall, England, on February 9, 1826, and the latter in Dorsetshire, England, on November 19, 1832. In that country their marriage was celebrated. William H. Rowling came to British Columbia, in 1858, as a corporal in charge of the commissary of the Royal Engineers who were engaged on the boundary survey. He was for a time at New Westminster and subsequently settled on the north arm of the Fraser river, at a place now called Rowlings, which was named for him. He took up a military grant of one hundred and sixty acres where now is South Vancouver and there spent the remainder of his life. He had also bought up a number of other military grants. The date of his settlement in South Vancouver was the 2d of September, 1868. Mrs. Rowling, who came to Canada two or three years after her husband, died not many years later. By her marriage she became the mother of seven children, of whom two are deceased: Rose, born August 8, 1858, who married William Copeland and died July 12, 1891; and Thomas G., born April 14, 1869, who died September 23, 1893. Those living are: James W., born October 14, 1862, who is a resident of South Vancouver; Henry S., of this review; Priscilla A., born February 24, 1866, the wife of Peter Byrne, who is the Indian agent at New Westminster; William Henry, whose birth occurred September 2, 1867, and who makes his home in California; and Elizabeth J., born August 24, 1874, who resides with her sister, Mrs. Peter Byrne, at New Westminster.

Henry S. Rowling attended the public schools of New Westminster in the acquirement of an education and subsequently embarked in the log contracting and lumber business, being engaged in logging along the Fraser river and the coast, and in many parts

of the province. About 1890 he opened for transportation, mostly tugging and logging, the Burnett river, the outlet of Burnaby lake, which empties into the Fraser river at Burnett Mills. This feat was by many considered impossible, but that waterway has now been in continuous use for more than twenty years. Mr. Rowling continued his operations in that field of activity until about 1903 and then embarked in the real-estate business, in which he has been engaged to the present time, being now president and managing director of the Vancouver Real Estate Company. He deals in all kinds of city and suburban property and is the owner of two business blocks and much business and residence property. He has a six-story reinforced concrete building on Hastings street, East, which comprises stores and a rooming house, and is now erecting a five-story apartment house at the corner of Vernon and Albert streets.

On the 14th of February, 1910, at Vancouver, Mr. Rowling was joined in wedlock to Miss Mary Houston, of San Francisco, by whom he has two children, William Norman and Mayo Mary. Fraternally he is identified with Lodge No. 8 of the Independent Order of Odd Fellows and also belongs to the Loyal Order of Moose. He is likewise a member of the Press Club and the Exhibition Association. During his entire life, or for almost a half century, he has remained a resident of British Columbia and his labors have been a potent factor in the growth and development of this region.



Alexander Peers

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AMONG the men who were active in inaugurating and shaping the agricultural development of the section around New Westminster was numbered Alexander Peers, one of the first to preempt land in this locality and who for many years was known as a successful and able farmer. His death, therefore, on the 12th of November, 1909, deprived the region of one of its pioneers and, although the later years of his life were spent in retirement, his contributions to general development and growth were important and substantial.

Mr. Peers was born in Woodstock, Ontario, in 1837, and was a son of William and Phebe Peers, the former a prosperous and substantial farmer in that province. To the attainment of an education Alexander Peers attended public school in Woodstock and later entered Victoria College at Cobourg. He afterward obtained his teachers' certificate and for some time engaged in teaching in eastern Canada, coming west about 1860 with the determination to seek his fortune in the newly developed province of British Columbia. After his arrival he preempted land at Chilliwack and remained in that vicinity for about thirteen years, turning his attention to agricultural pursuits. He engaged in general farming and stock-raising and success steadily attended his well directed and practical labors until he became finally one of the representative, substantial and prosperous agriculturists in that region. Eventually, however, he sold his ranch and came to New Westminster when it was a mere village, buying property and engaging in market gardening and dairying. He followed this occupation not because it was necessary in order to gain a livelihood but that he might be active, as idleness was abhorrent to him, and after he had abandoned it he lived retired in New Westminster, where he became widely and favorably known as a man of genuine personal worth, effective public spirit and high standards of business and personal integrity.

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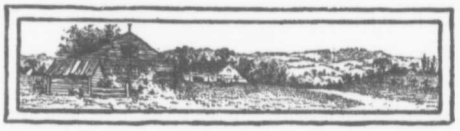
descendant of old United Empire Loyalist stock and as a young woman came to British Columbia, watching through the years the great change which has practically transformed this region and revolutionized its business conditions. She is interested in questions of general importance and in everything relating to the welfare and growth of the city where her excellent qualities have gained her a wide and representative circle of friends.

Mr. Peers gave his political allegiance to the liberal party and was a devout member of the Methodist church, guiding his upright and honorable life by the principles in which he believed. He was a strong advocate of temperance and did a great deal to promote this cause throughout the province. Throughout the period of his residence here he witnessed practically the entire growth and development of New Westminster and the surrounding country and his public-spirited work in the general interests of the community made him widely and favorably known. His death therefore removed from the city one whom it could ill afford to lose, a man whose strength of purpose and undaunted energy found expression in earnest and well directed work in the promotion of civic development and in the support of projects and measures for advancement and growth.



Margaret Peers

John B. Bright

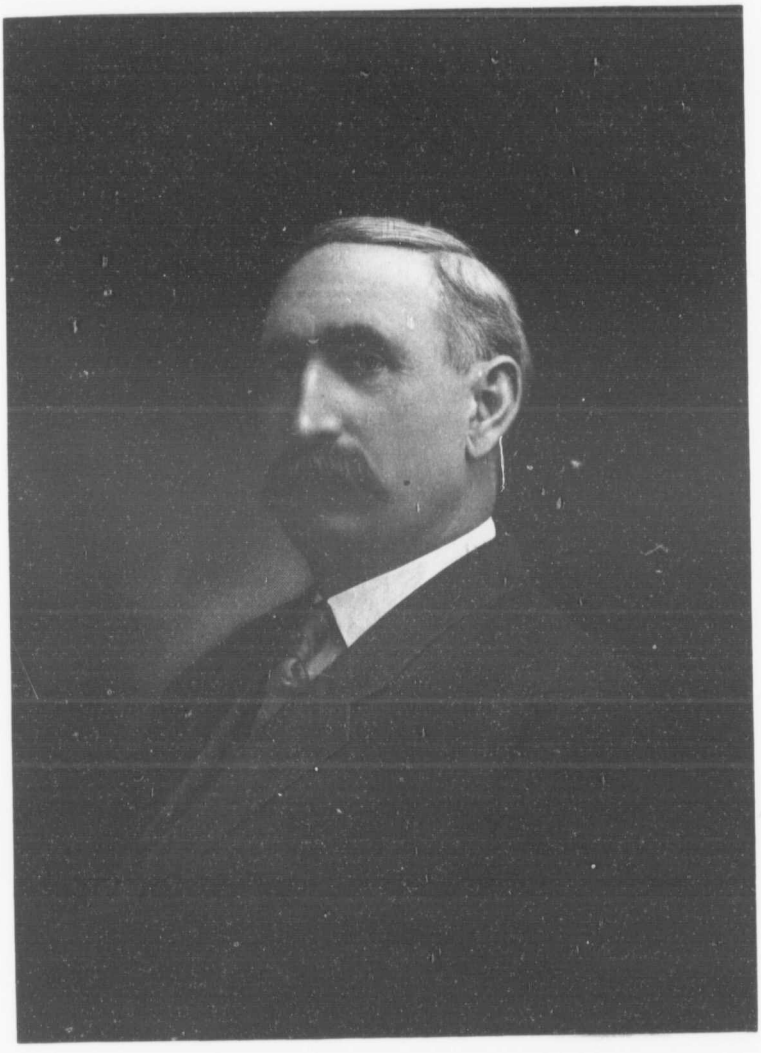
John B. Bright

John B. Bright, C. E.

AMONG the engineers and railway contractors of the Canadian northwest there is no name that has a higher sound than that of John B. Bright, who as member of the firm of Bright, McDonald & Company, of Vancouver, has been connected with some of the most important construction work in the Dominion. While he has attained a remarkable personal success, much of the work which he has accomplished has had a far-reaching effect in the general development and the opening up of new regions and territories. He was born in Woolsthorpe, Lincolnshire, England, June 27, 1860, a son of James and Harriet Annie Bright, and educated in country and private schools. Showing early in life an inclination for engineering work, he then was articled with S. & W. Pattison, of Sleaford, railway contractors, devoting his time to studying engineering feats and problems and making himself acquainted with the details and business routine of the profession. The year 1882 marked his arrival in Canada and upon his coming here he joined the engineering staff of the Canadian Pacific at Winnipeg, going in the same year to the mountains, where he engaged in the location and construction of the mountain division, being so employed until 1887. In that year he left the services of the Canadian Pacific Railroad, becoming connected with construction work of the Oregon Pacific in the Cascade mountains. In 1888 he was locating for the Oregon Railroad & Navigation Company in Oregon and Idaho and also was employed in construction work of the old Seattle, Lake Shore & Eastern Railway. Returning to Canada, he was then appointed by the department of public works of the Dominion government as engineer of roads and bridges for the Northwest Territories, receiving his commission in 1889 and so continuing until his resignation in 1897, when he joined the engineering staff on the Crows Nest branch of the Canadian Pacific. After completing this line he became connected with the Great Falls & Canada Railway and also did important work on St. Mary's irrigation canal. In 1900 he had charge of building the bridges on the Ontario & Rainy River Railway between Port Arthur and Fort Francis, and after the completion of this work in 1903 began contracting on irrigation work

in southern Alberta and railroad work in Crows Nest Pass for the International Coal & Coke Company. In 1904 the Canadian Northern Railroad Company entrusted him with contracts to be executed between Battleford and Edmonton and in 1905 and 1906 he devoted most of his time to contract work on the Nicola valley branch of the Canadian Pacific. In 1907 he was awarded the contract on the Great Northern cut-off from Westminster to Blaine, and he also built in that year the Eburne Westminster branch for the Canadian Pacific. In 1908 he began work on the Esquimalt & Nanaimo extension from Wellington, Vancouver island, and in 1910 handled the contract for the Cameron Lake section on the Alberni extension of the Esquimalt & Nanaimo Railway. In 1912 he built the scenic road from Laggan to Lake Louise and is at present double tracking the Canadian Pacific Railroad.

In 1907 Mr. Bright was united in marriage to Miss Mabel Amelia Hardiman and they have one son, Richard Aubrey, and two daughters, Muriel Aubrey and Phylis Mary. He is a Mason, belonging to Mountain Lodge No. 9, a member of the Terminal City Club and finds recreation in fishing and shooting. The family residence is located at No. 1943 Comox street and there Mr. and Mrs. Bright extend a warm-hearted hospitality to their many friends. A public-spirited man thoroughly aware of the obligations of citizenship, Mr. Bright takes a deep interest in all questions of public welfare and supports many worthy enterprises undertaken in the interest of the public. He has done important work in bringing about the advancement and development of vast sections of the Dominion and his life's labors cannot be too highly estimated in the effect which they have upon prevailing conditions.

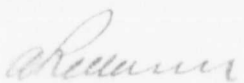


A. Reimann

Alexander Robert Mann

VANCOUVER has numbered Alexander Robert Mann among its citizens but little more than a year. His name, however, is a familiar one throughout the province of British Columbia, the entire west, and also through the province of Ontario, for as a railway builder his work has drawn to him the attention of the people of those sections which his labors have helped open to development and improvement. There is no single agency so important in the upbuilding of a country as the introduction of railroads, which annihilate time and space and bring the residents of a new country into close contact with older sections, thus providing them with a market. Since he started out in life as a young man still in his teens Mr. Mann has been connected with railway building operations.

A native of Ontario, Mr. Mann was born at Acton, on the 21st of July, 1861, a son of Hugh and Ellen (Macdonald) Mann, both of whom were natives of the highlands of Scotland. The father came to Canada in [illegible], settling in [illegible] county, Ontario, where he engaged in farming until his death. [illegible] pursued his education in the public schools of Acton and [illegible] on the home farm until 1879, when at the age of eighteen [illegible] he removed to Winnipeg, where began [illegible] construction work, in which he has remained continuously [illegible]. In [illegible] he was employed on [illegible] the Rocky mountains. In 1886 he [illegible] Northwestern Railway for the Canadian [illegible] the years which [illegible] increased in volume and importance [illegible] of the empire builders of the west. [illegible] railway construction work for the Canadian [illegible] Maine, and in 1888 he built a part of [illegible] Morris, Manitoba, [illegible]. About [illegible] lumber business at [illegible], Ontario [illegible] the contract for the building of a part of the [illegible] branch of the Canadian Pacific Railway. [illegible] built a part of the Calgary & Edmonton Railway [illegible]



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VANCOUVER has numbered Alexander Robert Mann among its citizens but little more than a year. His name, however, is a familiar one throughout the province of British Columbia, the entire west, and also through the province of Ontario, for as a railroad builder his work has drawn to him the attention of the people of many sections which his labors have opened up to development and improvement. There is no single agency as important in the upbuilding of a country as the introduction of railroads, which annihilate time and space and bring the residents of a new country into close contact with older sections, thus providing them with a market. Since he started out in life as a young man still in his teens Mr. Mann has been connected with railway building operations.

A native of Ontario, Mr. Mann was born at Acton, on the 21st of July, 1861, a son of Hugh and Ellen (Macdonnell) Mann, both of whom were natives of the highlands of Scotland. The father came to Canada in 1836, settling in Halton county, Ontario, where he engaged in farming until his death. The son pursued his education in the public schools of Acton and afterward worked on the home farm until 1879, when at the age of eighteen years he removed to Winnipeg, where began his association with railroad construction work, in which he has remained continuously to the present time. In 1884-5 he was employed on the construction of the Canadian Pacific Railway through the Rocky mountains. In 1886 he built a part of the Manitoba & Northwestern Railway for the Canadian Northern Railway. In all the years which have since come and gone his duties and activities have increased in volume and importance until his work has made him one of the empire builders of the west. In 1887-8 he was engaged on railway construction work for the Canadian Pacific in the state of Maine, and in 1889 he built a part of the Northern Pacific from Morris, Manitoba, westward. About that time he also engaged in the lumber business at Fort Francis, Ontario, and in 1890 he was awarded the contract for the building of a part of the Long Lake and Regina branch of the Canadian Pacific Railway. In the succeeding year he built a part of the Calgary & Edmonton Railway from Fort McLeod

to Edmonton, Alberta, and in 1892 his work included the construction of a part of the Soo line of the Canadian Pacific from Estevan into Regina. In 1893-4 his activity in railway building in British Columbia began, when was awarded him the contract for a part of the Canadian Pacific Railway branch from Nakusp to New Denver in the Kootenay. In 1894 he engaged in handling ore in the Slocan district and so continued until 1897, when he again engaged in railway construction work, building a portion of that part of the Columbia & Western Railway between Robinson and Midway in 1898. After the completion of this contract he returned to Port Arthur, Ontario, where he was engaged on the building of the Rainy River branch of the Canadian Northern Railway until 1901. He also became extensively interested in the lumber business at Rainy Lake and on the Turtle river. In 1902 he built the line of the Canadian Northern Railway from Neepawa and McCreary and in 1903 built the Greenway branch of eighty miles for the Canadian Northern Railway.

Mr. Mann had operated under his own name up to that time, but in 1904 he formed the Northern Construction Company, Ltd., of which he became president and so continues. The first contract awarded him under the organization of the present company was for the building of the James Bay road from Toronto to Sudbury, Ontario, which contract was completed in 1906. In the same year he again took up construction work for the Canadian Northern Railway in British Columbia and built the Goose Lake branch of that road. Since that time he has been continuously engaged in construction work for the Canadian Northern in this province, having now some seventeen hundred miles under construction for that road. The importance of his work cannot be overestimated. As a railroad builder he has opened up new districts to settlement and to civilization; he has solved difficult engineering problems, has worked out the answer to important questions involving broad and thorough scientific knowledge as well as practical skill, and has achieved notable success in the tasks that he has undertaken. Aside from his railway building operations he has various financial interests. He is still extensively connected with the lumber business and is the owner of farm lands all over western Canada, among his farm holdings being a tract of fifteen hundred acres in Milford, Saskatchewan. Since 1912 he has made his home Vancouver.

It was on the 17th of June, 1907, that Mr. Mann was united in marriage at Owen Sound, Ontario, to Miss Jennie Malcolm, a daughter of Robert Malcolm of that city. They now have one daughter, Alix, born August 28, 1910. Mr. Mann is a member of the Carleton

Club of Winnipeg, the Albany Club of Toronto, and the Commercial Club of Vancouver, and he also holds membership in the Presbyterian church. The nature and importance of his work as railway builder has made him known throughout the greater part of Canada, and his name figures prominently in the field of labor which he chose as a life work. His power has grown through the exercise of effort; his ability has developed as he has called forth his latent energies, and in all he has manifested those qualities of leadership which have not only enabled him to direct the labors of those under him but have also been manifest in the initiative spirit that has recognized and improved opportunities that others have passed heedlessly by.

B. T. Rogers.

Benjamin Tingley Rogers

GREAT leaders [illegible] pass of men were content [illegible] which they are placed by [illegible] Lincoln ambi[illegible] for hard work [illegible] in none of these [illegible] lacking. [illegible] occupies a pre-eminent [illegible] the real promoters of [illegible] conduct its [illegible] name of Mr. [illegible] British Columbia [illegible] won not only [illegible] entitled to [illegible] warp his [illegible] On the contrary [illegible] opportunity [illegible] in these particulars [illegible] native of Pennsylvania, [illegible] 21, 1863, and [illegible] Rogers, who was [illegible] engaged in the [illegible] quently went to [illegible] under the name [illegible] in active business [illegible] wife came to Vancouver [illegible] her son, Benjamin [illegible]

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B. T. Rogers.

Benjamin Tingley Rogers

GREAT leaders are few. The mass of men seem content to remain in the position in which they are placed by birth, circumstances or environment. Laudable ambition, ready adaptability and capacity for hard work are essential elements of success, and in none of these requirements has Benjamin T. Rogers been found lacking. It is not a matter of marvel, therefore, that he occupies a preeminent position among the builders of the northwest, for the real promoters of a country's growth and greatness are they who found and conduct its prosperous business enterprises. In this connection the name of Mr. Rogers is inseparably interwoven with the annals of British Columbia. As a sugar manufacturer and capitalist he has won not only provincial but national reputation, and moreover is entitled to distinction as one whose success has not been allowed to warp his finer sensibilities or crush out the kindly impulses of nature. On the contrary his prosperity has been to him the means of enlarged opportunity and endeavor on behalf of his fellowmen, and his worth in these particulars is attested by the consensus of public opinion. A native of Pennsylvania, Mr. Rogers was born in Philadelphia, October 21, 1865, and is a son of Samuel B. and Clara Augusta (DuPuy) Rogers, who were also natives of the United States. The father was engaged in the sugar refining business in Philadelphia and subsequently went to New Orleans, where he conducted a large refinery under the name of the Planters Sugar Refining Company, remaining in active business in the Crescent city until his death in 1883. His wife came to Vancouver some years afterward and made her home with her son, Benjamin T., until her demise in the year 1910.

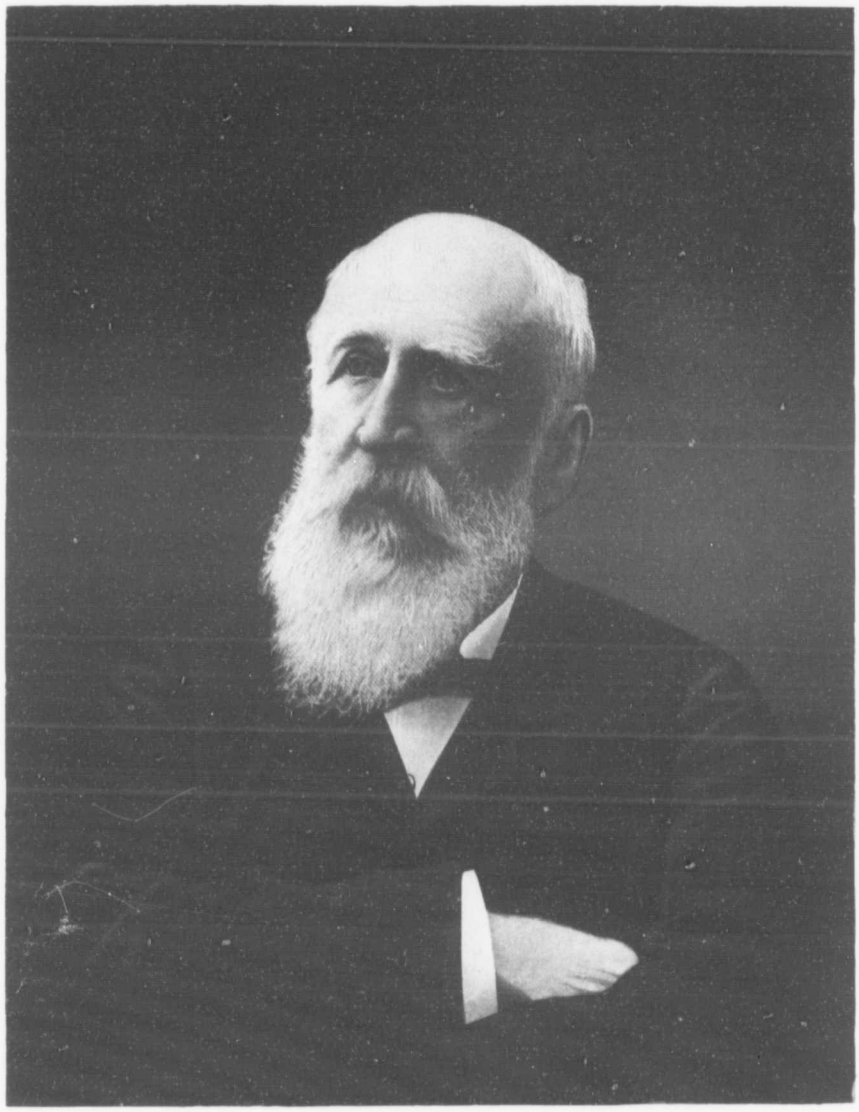
Excellent educational opportunities were accorded Benjamin T. Rogers, who after attending the Phillips Academy at Andover, Massachusetts, pursued a technical course in the plant of the Standard Refinery Company at Boston, Massachusetts, where he mastered the subject of sugar chemistry. He then accepted the position of chemist in his father's plant in New Orleans, but he had been identified with the business there for less than a year when his father died. Samuel B. Rogers had been a personal friend of Mr. Havemeyer, the sugar

king of New York, so that Benjamin T. Rogers entered the Havemeyer & Elder Sugar Refinery at New York with the object of acquainting himself with all departments and every phase of the business. He began boiling sugar and gained a knowledge of all the processes of manufacture, working his way steadily upward until he became assistant superintendent and eventually superintendent, in which capacity he was serving when he withdrew from that company after seven years' connection therewith. He was ambitious to engage in business on his own account, prompted by an initiative spirit that has been one of the strong elements of his success. In 1890 he came to Vancouver and organized the British Columbia Sugar Refining Company, Ltd., of which he became the president. The new enterprise was started on a limited scale. He built a small plant on the site still occupied and with the growth of the city has annually enlarged the plant until they now have a capacity of twenty times their first annual output. Mr. Rogers has always acted as manager of the business. His entire life has been devoted to this industry and his success has been phenomenal. The secret, however, is not far to seek—it lies in the thoroughness with which he mastered every phase of the business and in the technical training which qualified him for the scientific understanding of the process used. He has ever been watchful of all details pointing to success, has carefully directed and guarded his interests and has been seldom if ever at fault in estimating value in any one point or condition of the business, so that he has been quick to discard the non-essential and at the same time utilize the essential to the fullest extent. He has never deviated from the high aim which he set up in connection with the trade and he has justly earned the place which he now occupies as one of the foremost business men of British Columbia.

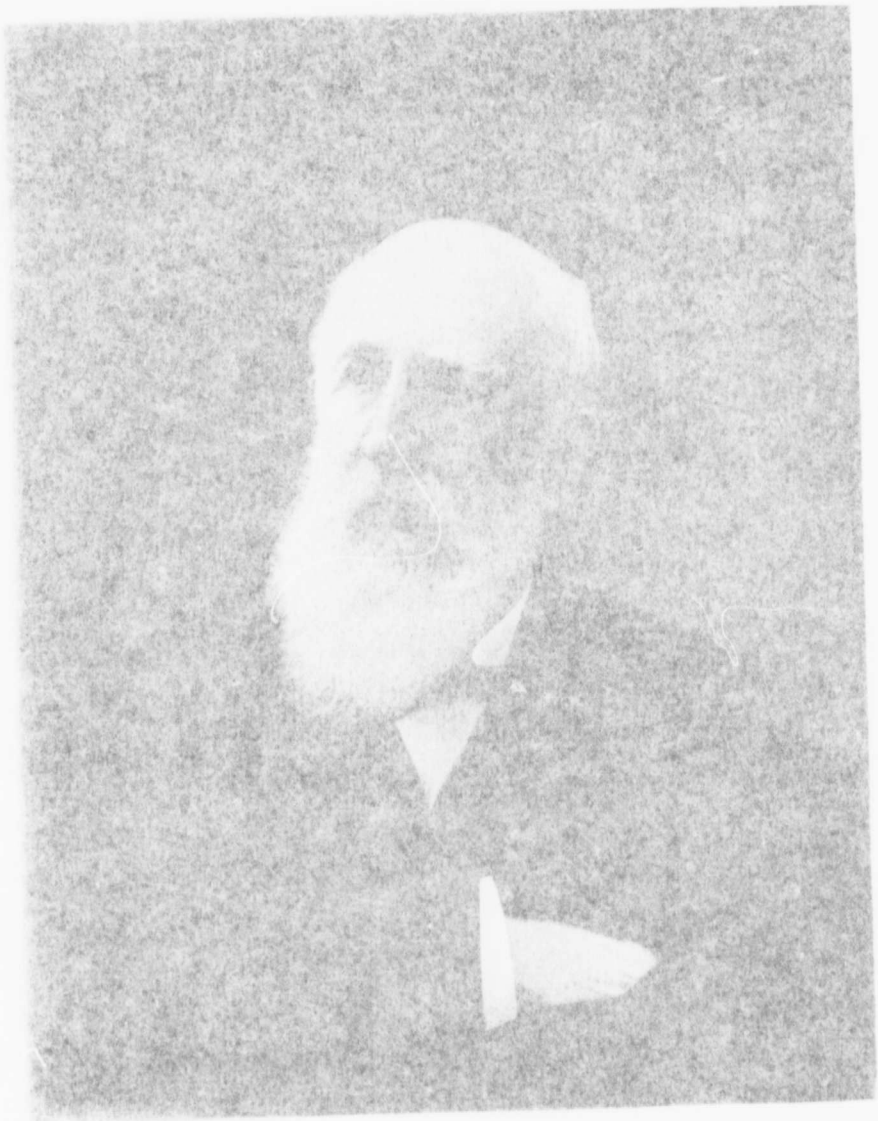
On the 1st of June, 1892, Mr. Rogers was married at Victoria to Miss Mary Isabella Angus, of Manchester, England, and they have seven children: Blythe DuPuy, Mary Angus, Ernest Theodore, Elsbeth, Phillip Tingley, Margaret and Forrest.

Mr. and Mrs. Rogers are members of St. Paul's Anglican church. Mrs. Rogers takes a very active part in its work and is in hearty sympathy with her husband in his support of charitable and benevolent projects. He served for two or three years as vice president of the Vancouver General Hospital and Mrs. Rogers is a member of its Woman's Auxiliary, of which she was the president for many years. Mr. Rogers votes with the conservative party, but is never active in politics. He finds recreation in shooting and fishing and through his social connection with various leading clubs throughout the country,

holding membership in the Vancouver, Terminal City and Royal Vancouver Yacht Clubs of Vancouver, the Union Club of Victoria, the Manitoba Club of Winnipeg, and the Mount Royal Club of Montreal. He was one of the first members and is now commodore of the Royal Vancouver Yacht Club. His success now gives him leisure for participating in those things which are a matter of interest and recreation. His ability and his personal worth have made him widely known throughout the country from eastern to western Canada, and he is accorded that tribute of respect which the world instinctively pays to the man who controls fate and carves out his own fortune, employing methods which never seek nor require disguise.



Jos. A. Graham



Kirkham

James Allan Grahame

CANADIAN history, embracing commercial development and civilizing influences, has its root in the work of the Hudson's Bay Company and the enterprising men who inaugurated and controlled its affairs. A great system, embracing all the features of military organization with business enterprise, was taking advantage of the opportunities offered in this land for fur trading. Its representatives were not a class of adventurers; they who were in control of its interests in America were men of splendid business capacity, of sound judgment, of keen discernment and of unfaltering enterprise, and in the establishment of the great commercial undertaking with which they were connected they also laid the foundations of Canada's civilization and its present progress and prosperity. Prominent in this connection was James Allan Grahame, whose last days were spent in honorable and well earned retirement in Victoria. He was born December 22, 1825, at Raeburn Place, Edinburgh, Scotland, his parents being James and Lillias (Allan) Grahame, the former well known as a writer and contributor to the Signet.

While pursuing an academic course of study James A. Grahame was a classmate of Sir John Reid, R. N., for many years a resident of Vancouver. He was eighteen years of age when he entered the service of the Hudson's Bay Company as an apprentice clerk under contract for five years with a progressive salary of twenty, twenty-five, thirty, forty and fifty pounds per annum. On one of the company's sailing vessels he crossed the Atlantic in 1843, arrived at Hudson's Bay and thence traveled overland by way of Norway House to Fort Garry, where he spent the succeeding winter. He performed all the duties incident to his position and gradually increased in usefulness, so that larger responsibilities were given over to his care. Having been appointed to the Pacific coast department, he crossed the continent accompanied by Joseph McKay and others, journeying by way of Edmonton and Yellowhead Pass and down the Columbia river to old Fort Vancouver, Washington, where was located the principal depot of the company, then in charge of Dr. John McLoughlin, who

was succeeded by Sir James Douglas. On the site of the present city of Portland, Oregon, Mr. Grahame first met the Hon. M. T. W. Drake, later of Victoria, and this constituted the beginning of a friendship that endured as long as life lasted.

In 1853 Mr. Grahame was promoted to the position of chief trader and continued at Fort Vancouver until 1860 or until the dispute between Great Britain and the United States concerning the boundary line was settled. He then closed up the affairs of the Hudson's Bay Company at that place and turned over the fort to the United States military authorities, after which he made his way northward to Victoria, which city he had previously visited on several occasions. Later in the same year, however, he started for his native land, traveling by way of the Panama route. He made an extended visit in Great Britain and during that period his eighteen years of able administrative efficiency and loyalty were rewarded by promotion to the rank of chief factor. The following year he returned to the new world and, traveling by way of Montreal and St. Paul, eventually reached the Norway House department at the north end of Lake Winnipeg, one of the company's most important posts, there assuming charge as chief factor. In 1867 he again visited British Columbia, traveling by way of New York, Panama and San Francisco, and while en route he participated in the ceremonies commemorating the birthday of the confederation at Hamilton, Ontario. On his arrival he at once took charge at Quesnelle and Fort St. James, New Caledonia, and brought to bear the same systematic and progressive management in the conduct of the company's interests at this place that he had previously displayed. In 1869 he was summoned to London and crossed the country over the Central Pacific, which was the first trans-continental railway opened. He completed the journey from Victoria to London in nineteen and a half days, being the quickest passage on record up to that time. He was in England at the time the first Riel rebellion occurred.

Mr. Grahame again came to Canada in May, 1870, at which time he assumed entire charge of the interests of the Hudson's Bay Company on the Pacific coast. In 1872 he was once more called to London and, traveling over the Union Pacific Railroad, encountered the terrific snowstorms of that memorable winter, the journey from San Francisco to New York consuming twenty-six days. Upon his return to America in May of the same year he saw the ruins wrought by the great Chicago fire which had occurred in the previous October. While in London Mr. Grahame had been promoted to the position of subcommissioner, which rank he retained until 1874, when he was once

more called to London and was appointed chief commissioner with headquarters at Fort Garry, now Winnipeg. He entered upon the duties of that position on the 1st of June, following the retirement of Hon. Donald A. Smith, now Lord Strathcona and Mount Royal. During the period of his management as chief commissioner, the building of railways, the influx of immigration, the adjustment of tariffs and customs worked a revolution in the company's business and furnished opportunity for the exercise of his unusual and superior administrative faculties. He remained as chief commissioner until 1884, when he retired and removed to Montreal. After three years he came to Victoria, where he lived continuously from 1887 until his death, one of the honored and respected citizens of the province whose life work was one of recognized value in the development and civilization of the country.

Mr. Grahame was married twice. He first wedded a daughter of the late Chief Trader Birnie, and one surviving son, James Ogden Grahame, is now a resident of Victoria. His second wife, who survives him, was a daughter of the late Hon. John Work and is a niece of Hon. David Work, Canada's oldest senator. Of the children of this marriage, Harry M. Grahame, former alderman of Victoria, and two daughters, Lillian and Margaret, survive.

Mr. Grahame's prominent position with the Hudson's Bay Company made him known throughout the Canadian provinces and his acquaintance also broadened through his Masonic connections, for he was one of the most prominent representatives of the order on the Pacific coast. He was one of the organizers of the grand lodge of British Columbia and in 1872 served as deputy grand master, his removal to Manitoba preventing him from receiving further honors in that connection. He joined the craft in Multnomah Lodge, No. 1, A. F. & A. M., at Oregon City, Oregon, was there also a member of Clackamas Chapter, No. 2, R. A. M., and likewise belonged to California Commandery, K. T., of San Francisco. In early days he served as master of the lodge at Fort Vancouver and he was an honorary member of the Vancouver and Quadra Lodge, No. 2, of Victoria, serving as master of the latter prior to the formation of the grand lodge. During his extended travels he participated in many notable Masonic events in Canada, Great Britain and the United States and was many times honored with appointment to the position of grand representative, while other honors and offices were conferred upon him. Death called Mr. Grahame June 19, 1905, when he was eighty years of age, and the following tribute was paid to him editorially by the Colonist: "We are chronicling today the

death of James A. Grahame, for years well known to the citizens of Victoria and more especially to the older generation. He belongs to what may be spoken of as the old 'brigade' of the Hudson's Bay Company, now nearly all departed and including such contemporaries as Dr. Tolmie, Joseph McKay, Roderick Finlayson, A. C. Anderson, John Henry Work and others who came to the west about the same time and assisted in the pioneer work of fur trading and as citizens of the province in its subsequent development. The names of these men must live in the early history of the country not only as factors of a great commercial company but in a national sense as builders and founders—nation makers—along with Dr. McLoughlin and Sir James Douglas, the two guiding spirits of the western division of the Hudson's Bay territory. The latest of this band of pioneers to depart the land of their adoption and making had for some years ceased to take active interest in affairs and was best known as a retired citizen and a figure of the past. He did his work in the days gone by as a pioneer and as a 'trail blazer.' The present generation can but faintly understand the strenuous nature of the life he in common with men designated 'the lords of the forest' led. There was much that was picturesque and fascinating about the lives of these men, and if they had left us more in the way of reminiscence about their lives and the country as it was under their rule, we would have the materials for a great history and works of fiction as engrossing as those of Fenimore Cooper. They were, however, as a rule prosaic men and not given to making memoirs, and as a consequence of their modesty have deprived the historian of much that he would be glad to possess."

Mr. Grahame was a member of the Episcopal church, although brought up in the Church of Scotland, and was prominent in social organizations, belonging to the Union Club of Victoria, the St. James Club of Montreal and the Manitoba Club of Winnipeg. He had wide acquaintance among men of prominence throughout the country and was honored and respected by all because of the sterling worth of his character and his notable achievements. He was generous in his charities yet extremely modest and unostentatious in his mention of any beneficence. He stood in all things as he did in his connection with the Hudson's Bay Company—the embodiment of the spirit of progress and improvement, loyal to his duties, faithful to his trust and honorable at all times and in every relation.

Joseph W. McFarland

Joseph Walter McFarland

JOSEPH WALTER McFARLAND is a pioneer of Vancouver to whose [illegible] [illegible] the establishment and development [illegible] important features in the [illegible] province. He has [illegible] [illegible] was the promoter of the [illegible] electric lighting [illegible] of Vancouver and the builder [illegible] large private [illegible]. All these and [illegible] tangible evidence of his public spirit and his business ability [illegible] given and indicate how closely he has been identified with the [illegible] the northwest. A native of Niagara, Ontario, his parents were John and Amelia McFarland, both [illegible] of old [illegible] Loyalist families who were [illegible] on the [illegible]. Mrs. McFarland was a daughter of George Keefer, [illegible] the original builders of the Welland [illegible]

In primary and grammar schools of Welland [illegible], Ontario, Joseph W. McFarland [illegible] his education and after putting aside his text-books went to Massachusetts, where he was employed in connection with the construction of the Hoosac Tunnel by [illegible] ley & Company, builders, the project being financed by "Boss" Tweed of New York. This [illegible] experience in the business world. He left Massachusetts [illegible] returned to Ontario, [illegible] at Hamilton. He became connected with the Great Western Railroad there and also at [illegible], remaining with that corporation until 1880, when he [illegible] to enter the [illegible] of the Northern Transit Company [illegible] Huron, Michigan. Following their failure in 1881 he [illegible] the Great Western Railway Company at Detroit, Michigan, [illegible] continued until [illegible], when he came to British Columbia. [illegible] intervening period, covering almost three decades, he has been a prominent factor in promoting public improvement [illegible]. He had charge of railway construction as manager for [illegible] and built forty miles of the Canadian Pacific Railroad from Kamloops to Shuswap lake. In 1885 he returned to Victoria [illegible] charge of the construction of the Esquimalt & Nanaimo [illegible] Shawnigan Lake. In

Joseph W. McFarland

Joseph Walter McFarland

JOSEPH WALTER McFARLAND is a pioneer of Vancouver to whose credit may be attributed the establishment and development of many of the more important features in the upbuilding of the city and province. He has figured prominently as a railroad builder, was the promoter of the waterworks and the electric lighting projects of Vancouver and the builder of the first large private dock. All these and many more tangible evidences of his public spirit and his business ability can be given and indicate how closely he has been identified with the history of the northwest. A native of Niagara, Ontario, his parents were John and Amelia McFarland, both representatives of old United Empire Loyalist families who were pioneer settlers on the Niagara peninsula. Mrs. McFarland was a daughter of George Keefer, one of the original builders of the Welland canal.

In primary and grammar schools of Welland county, Ontario, Joseph W. McFarland pursued his education and after putting aside his text-books went to Massachusetts, where he was employed in connection with the construction of the Hoosac Tunnel by F. Shanley & Company, builders, the project being financed by "Boss" Tweed of New York. This was his initial experience in the business world. He left Massachusetts in 1878 and returned to Ontario, settling at Hamilton. He became associated with the Great Western Railroad there and also in London, Ontario, remaining with that corporation until 1880, when he resigned to enter the service of the Northern Transit Company of Port Huron, Michigan. Following their failure in 1881 he returned to the Great Western Railway Company at Detroit, Michigan, where he continued until 1884, when he came to British Columbia. In the intervening period, covering almost three decades, he has been a most prominent factor in promoting public improvement and progress. He had charge of railway construction as manager for H. F. Keefer and built forty miles of the Canadian Pacific Railroad from Kamloops to Shuswap lake. In 1885 he returned to Victoria and had charge of the construction of the Esquimalt & Nanaimo Railway at Shawnigan Lake. In

the latter part of 1885 and the early part of 1886 he built, under the same management, the line of the Canadian Pacific from Port Moody to Coal Harbor and English Bay. After his work was finished in 1886 he joined the late George A. Keefer in organizing the Vancouver Water Works Company, of which he was elected secretary and manager, thus actively controlling the business until it was acquired by the city in 1892. It was also in 1886 that in connection with the late David Oppenheimer, the second mayor of Vancouver, he organized the Vancouver Electric Illuminating Company, Limited, of which he was elected secretary. This became the nucleus of the present British Columbia Electric Company and was the initial movement for the electric lighting of the city. He also with other old-timers organized the Vancouver Wharfage & Storage Company, Limited, of which he was made the secretary. This company built a wharf at the foot of Carroll street, being the first large private dock to be used for public purposes in the city. The Canadian Pacific Railroad disputed their rights to this dock and after an accident which destroyed it the property was abandoned to the railroad company. In 1886 Mr. McFarland organized the North Vancouver Electric Company, Limited, and was elected secretary. This company proposed to generate electricity from the Capilano river for power purposes for the city of Vancouver. Closely associated with various projects looking to the development and utilization of the resources of this section of the country and in large measure foreseeing and meeting the needs of the growing city, Mr. McFarland became recognized as one of the foremost factors in Vancouver's improvement and upbuilding. In 1892 he established a real-estate, insurance and loan business which in 1894 was organized under a joint stock company known as Mahon, McFarland & Mahon, Limited, of which he was president, so continuing until 1911, when he retired from active business, the company having been absorbed by the London & British North America Company, Limited, one of the largest and strongest financial institutions in Canada. Mr. McFarland is now giving his attention to his invested interests only, managing his private affairs, which have grown in extent and volume. In addition to the other interests previously mentioned he was in early days secretary of the Nicola Valley Railway Company, of the Chilliwack Railway Company and of the Shuswap & Okanagan Railway Company.

On the 15th of November, 1888, at Detroit, Michigan, Mr. McFarland was united in marriage to Miss Margaret T. Day, a daughter of the late David and Jane Day of Ogdensburg, New York.

In religious faith they are Anglicans, holding membership in Christ church. Mr. McFarland is a conservative in politics but has never been an active worker in party ranks. He is a charter member of the Board of Trade of Vancouver and in that connection has been interested in many movements of progressive citizenship. He is also a charter member of Cascade Lodge, A. F. & A. M., of Vancouver and he belongs to the Vancouver Club, the Vancouver Lawn Tennis Club, the Shaughnessy Heights Golf Club and is president of the Jericho Country Club, all of Vancouver. He is likewise a member of the Union Club of Victoria. During the twenty-nine years of his residence on the coast he has witnessed remarkable changes as the work of development and civilization has been carried forward. His labors have constituted an important element in the improvement of transportation conditions by rail and he has also seen a marked change in marine transportation, for in 1885, when he made his way by water from Victoria to Vancouver, he left the former city at seven o'clock in the morning and arrived at Sunnyside Slip at nine in the evening—a trip that is now made in four hours. Along all lines of improvement the changes have been just as great, and Mr. McFarland's name stands high on the roll of those who have contributed much to Vancouver's upbuilding.

J. A. Russell

Joseph A. Russell, LL. B.

JOSEPH A. RUSSELL is the nestor of the Vancouver bar and ranks second to no representative of the legal profession in this city. Honor and respect are accorded him and have been worthily won, and there is none whose practice more fully reflects the high ideals of the profession in its purpose to [illegible] and protect human rights and liberties.

Mr. Russell was born at Newcastle, New Brunswick, on the [illegible] of September, 1866. He is a son of Mathew and Sarah Ann Russell, of whom more extended mention is made in connection with the sketch of F. R. McD. Russell on another page of this work. He supplemented a course of study in Harkins' Academy at Newcastle by a course in Dalhousie University, in Halifax, Nova Scotia, which conferred upon him the LL. B. degree in 1887. He was a law student of the late Hon. A. G. Blair, Q. C., and was called to the bar of New Brunswick in October, 1887. For a few months he practiced in his native city and then came to British Columbia in the spring of 1888, making his way direct to Vancouver. The same year he was called to the bar of this province and entered upon the active practice of his profession in the city which is still his home. He associated himself with the firm of Yates & Jay, of Victoria, opening a Vancouver office which was conducted under the name of Yates, Jay & Russell. A year later he purchased the interest of his two partners and continued alone in practice for several years. He was then joined in partnership by the late J. J. Godfrey, brother of William Godfrey, manager of the Bank of British Columbia, under the name of Russell & Godfrey. In 1896 he formed a partnership with his brother, F. R. McD. Russell, under the style of Russell & Russell, and on the admission of a third partner the firm name was changed to Russell, Russell & Harrington, so continuing until 1911, when Mr. Hannington's health compelled him to limit his practice to his former field at Nelson, British Columbia. At that time G. E. Hancox was taken into the firm. At the beginning of the present year (1913) Joseph A. Russell retired from practice for at least a year's rest, and the firm is now Russell, MacDonald & Hancox and

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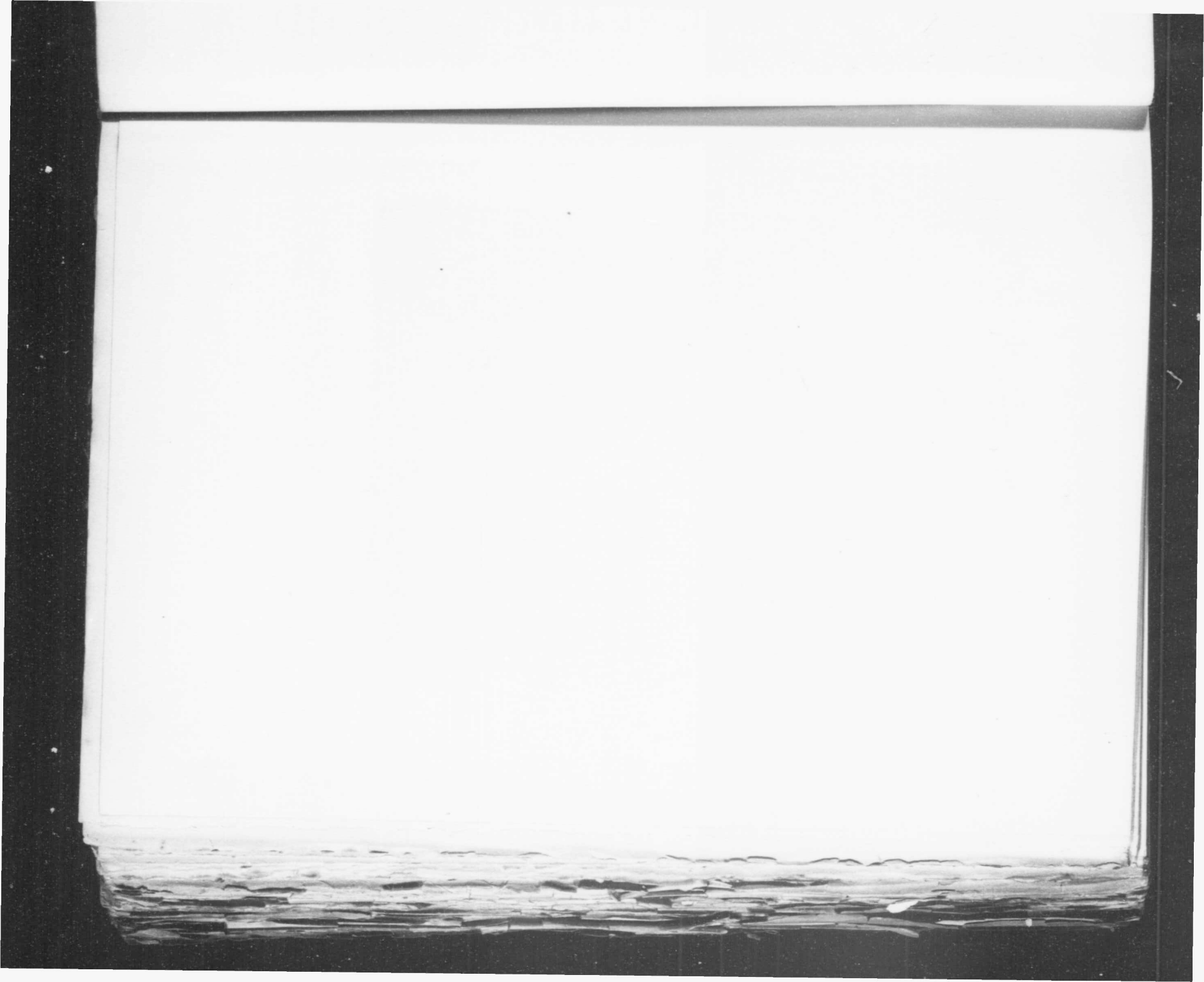
Russell, Mowat, Hancox & Farris. His comprehensive knowledge of the law placed J. A. Russell among the men of eminent learning in the legal profession, while his ability to accurately apply its principles gave him power as a barrister and counselor that placed him among the foremost representatives of the profession in the province, particularly in matters pertaining to marine insurance, shipping and criminal law.

For nine years Mr. Russell filled the position of police magistrate of the growing city of Vancouver, and aside from duties thus directly connected with law practice, he has had other business interests, being heavily interested in the salmon canning industry for several years. For a long time he has been interested in timber, holding substantial interests in two large lumber companies, and he is now interested in other industries, including the Vancouver Ship Yard, Ltd., and the Burton-Shaw Manufacturing Company, Ltd. He owns claims and is very active in coast mining for gold and copper, and the keen analytical power and ready discernment of the lawyer are also effective forces in recognizing the possibilities of a business situation and the utilization of these possibilities in the attainment of success. Mr. Russell was one of those who conceived the idea of establishing the Vancouver Horse Show and became one of the founders and active promoters of the association, of which he has been a director and an exhibitor from its inception.

In the field of sports Mr. Russell is well known, and for many years was president and captain of the Vancouver Rowing Club. He stroked the crew for four years without a single loss. He is a member of the Vancouver Tennis Club, Vancouver Athletic Club, and was for some time president of the Pacific Northwest Amateur Athletic Association. He likewise belongs to the Brockton Point Athletic Club, has been master of the Vancouver Hunt Club since its inception in 1888, and is a member of the Canadian, Vancouver, Jericho Country and Minoru Clubs. He is a recognized leader in political circles and deeply interested in civic affairs of the city and province, but owing to his extensive practice and many private interests he has not found time to become openly identified with these. He is, however, a close student of the signs of the times and of the vital and significant questions of the day, and his opinions upon any such point elicit interest and consideration.

In Vancouver, in 1892, Mr. Russell was married to Miss Jessie Millar, a daughter of James Millar, a prominent merchant of Halifax, Nova Scotia, and they have one child, Flora McDonald Russell, who has been an exhibitor at the horse show for the past six years.

Such, in brief, is the life history of Joseph A. Russell, whose prominence as a man and as a citizen is unquestioned, while public opinion places him in the front rank among the barristers of Vancouver and the province.



Henry Davis

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Mr. Davis was born in Ireland, March 15, 1848, and is a son of James and Susannah Davis, the former a substantial farmer of Derrylane, County Cavan. In that section of the Emerald isle Henry Davis spent his childhood but when he was eleven years of age he crossed the Atlantic to America, settling in Wellington county, Ontario. There he grew to manhood, gaining during this time a knowledge of the best and most effective agricultural methods, and about a quarter of a century before his death moved to British Columbia, where he long remained an honored and respected citizen. For a number of years he engaged in contracting on some of the roads which were built early in the history of the settlement of the section around Langley but he afterward turned his attention to farming near Langley, developing an extensive and productive ranch which for over twenty years he continued to improve and cultivate, a substantial fortune accruing from his well directed labors. He became one of the most extensive landowners and prosperous ranchers of this locality, owning besides his home farm another tract in the Surrey municipality, and he made his name honored and respected as a synonym not only for successful accomplishment but for high standards of business and personal honor.

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IN PIONEER times Henry Davis settled near Langley, on the Fraser river, and during the many years which elapsed from that period until the time of his death he remained an active and honored citizen of this locality. To him the section owes the development of one of the finest farms in this part of British Columbia and many other valuable contributions to its growth and progress and thus it was that in his passing it lost a valued, useful and representative citizen. In the course of years his business interests became extensive and yet he did not allow the accumulation of wealth to mar his kindly nature, his courtesy and his geniality and he was never known to take advantage of the necessities of others in any business transaction.

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and Harriet Henderson, the former a mill owner and farmer in that vicinity. Mr. and Mrs. Davis became the parents of three children, Margaret, Leslie and Roy, who live with their mother at New Westminster.

Mr. Davis was a devout member of the Methodist church and he gave his political allegiance to the conservative party, being stanch in his support of its principles and policies although never active as an office seeker. He died upon his ranch, January 13, 1901, and his passing was widely and deeply regretted in a community where he had made his home for over a quarter of a century and where his many excellent qualities had endeared him to all who came within the close circle of his friendship. If success means a long and useful life, a peaceful and contented fireside, steadily increasing prosperity in business and growing esteem among neighbors and associates, then Mr. Davis has been a successful man, as he was a worthy, honorable and useful citizen.

W. D. S. Poison

Walford Douglas Somerled Rorison

WALFORD DOUGLAS SOMERLED RORISON is well and prominently known in business circles of Vancouver as vice president of R. D. Rorison & Son, Ltd., and in military [illegible] of [illegible] dominion as one of the most distinguished [illegible] officers in the Canadian [illegible] Corps, [illegible] commissioner of the Boy Scouts for the mainland of [illegible]. The basis of his success has been the same in both lines—natural [illegible] and powers well developed along constructive and modern lines, a keen, incisive and liberal mind, sound and practical judgment, and these qualities, dominating his character, have made him one of the best known and most representative men in the city of Vancouver at the present time. He was born in Renfrew, Ontario, on the 15th of October, 1877, and is a son of Robert Douglas and Charlotte (Walford) Rorison, extended mention of whom will be found on another page in this work.

Walford D. S. Rorison acquired his education in the public schools of Renfrew, Ontario, and Winnipeg, Manitoba, and at Manitoba College in Winnipeg. He came to Vancouver, British Columbia, in 1899 but, having determined to follow the profession of a mining engineer, went to Longboro Inlet, where for a year he was associated with the [illegible] Silver Mining Company as assistant to the engineer in charge. At the end of that time he returned to Vancouver and took up the study of law, in which he [illegible] year. However, his father's business had [illegible] a point where it required more time and attention than Robert D. Rorison could give it personally and he accordingly [illegible] his son to give up the idea of a professional life and to cast his lot along business lines. The association between father and son which was then formed continues to the present time and has been productive of excellent results. The business was first conducted under the name of R. D. Rorison & Son and was later incorporated as R. D. Rorison & Son, Ltd., with Mr. Rorison of this review as vice president. The various projects promoted and operated by this company are given extended mention in the biography of Robert Douglas Rorison in this

Walford Douglas Somerled Rorison

WALFORD DOUGLAS SOMERLED RORISON is well and prominently known in business life of Vancouver as vice president of R. D. Rorison & Son, Ltd., and in military circles of British Columbia as one of the most distinguished, efficient and able officers in the Canadian Army Service Corps, also being commissioner of the Boy Scouts for the mainland of the province. The basis of his success has been the same in both lines—natural talents and powers well developed along constructive and modern lines, a keen, incisive and liberal mind, sound and practical judgment, and these qualities, dominating his character, have made him one of the best known and most representative men in the city of Vancouver at the present time. He was born in Renfrew, Ontario, on the 15th of October, 1877, and is a son of Robert Douglas and Charlotte (Walford) Rorison, extended mention of whom will be found on another page in this work.

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work. The son has been a helpful factor in the building up of the concern, in the establishment of the policies which have made it great, and he has shown conclusively that his choice of a life work was a fortunate one, his business ability being of an unusual order. Situations calling for executive power, for quickness of action, for comprehensive grasp of detail are handled by him in a systematic and able way and his developing powers have aided greatly in the building up of the great concern with which he is connected and also in the promotion of general business activity in Vancouver.

It is not alone along business lines, however, that Mr. Rorison has done splendid work, for from an early date in his career he has been interested in military affairs and is today one of the most distinguished and able army officers in western Canada. As a boy he was captain and drill master of his schoolmates and while at college he kept up his interest in military affairs and in athletics as a means of military supremacy. After coming to Vancouver he became actively associated with the militia and enlisted as a private in D Company, Sixth Regiment, Duke of Connaught's Own Rifles. He rapidly passed the various examinations and went through all the ranks of non-commissioned officers and in 1907 took at the same time the examinations for the ranks of lieutenant and captain, being granted his certificates on the 4th of July of the same year. His warrant was signed by Earl Grey, September 26, 1907, and he received his equitation certificate January 10, of the following year, taking active command of D Company, Sixth Regiment, in which he had originally enlisted as a private. This command he resigned in 1911 and was put on the Corps of Reserve of D Company, later taking command of H Company of the same regiment. Again he went on the Corps of Reserve and in January, 1913, attended the school of instruction for the Canadian Army Service Corps, passing the lieutenant's and captain's examinations and being granted his equitation certificate on the 10th of May, 1913. After the camp, which was concluded June 14, 1913, he was transferred to D Squadron, Thirty-first British Columbia Horse, with instructions from Lieutenant Colonel Charles Flick to organize the first troop of cavalry on the lower mainland at Eburne, British Columbia.

As an officer Mr. Rorison has been very efficient and capable, for he possesses the necessary executive and administrative ability and power of control, combined with the personal characteristics which make for popularity among his men and with his superior officers as well. These latter respect and admire his undoubted ability and he has received many marks of honor and distinction in recognition of his

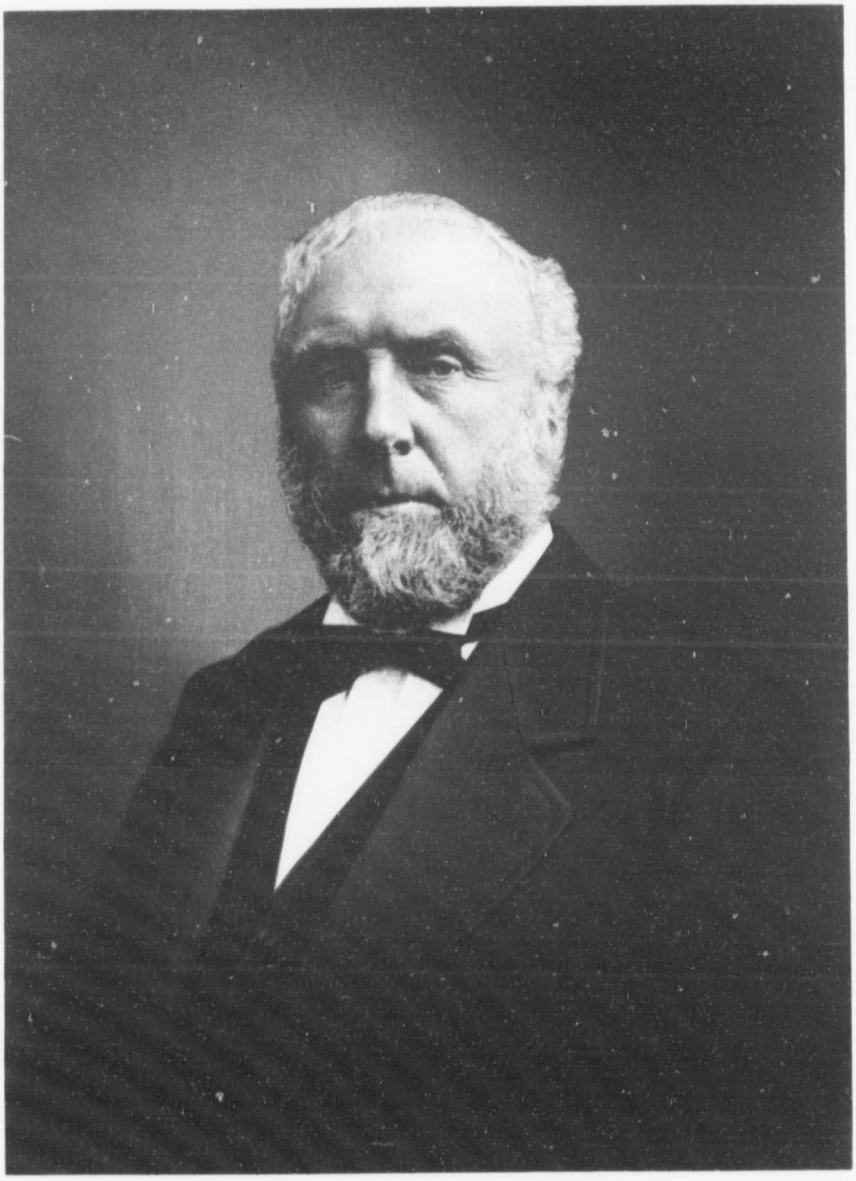
constructive and able military service. Though a junior officer, he was appointed to command a company at the military maneuvers held in connection with the tercentenary celebration at Quebec in 1908, being the only officer appointed from the mainland of British Columbia to represent the infantry at that celebration. This was a high tribute to Mr. Rorison's efficiency as an officer and was accorded to him in recognition of definite work which he had accomplished along organizing lines.

In 1910 Mr. Rorison became interested in the Boy Scout movement and active in the work of that organization in Vancouver. In the following year he had the pleasure of entertaining in his home Lieutenant General Sir Robert Stephenson Smyth Baden-Powell, who in 1908, on his first visit to British Columbia, organized the Boy Scouts in this province. From him Mr. Rorison obtained at first hand complete information on the objects and ideals of the organization and this greatly stimulated his interest and activity, so that in the fall of 1911, upon the resignation of Major Tite as commissioner of the Boy Scouts for the mainland of British Columbia, he succeeded the latter in that office and so continues to the present time, having a record for constructive and systematic work along this line which cannot be surpassed in the Dominion. When he took charge in 1911 there were only seventy-five boys who were active members of the Scouts, while at the present time there are three hundred on the active list in the cities of Vancouver and North Vancouver alone. On Lieutenant General Sir Robert Baden-Powell's last visit to the province he praised highly Mr. Rorison's work and recommended its continuance along the lines on which it had been begun, for he recognized the organizing ability of Major Tite's successor and his thorough efficiency in the work.

On the 8th of July, 1908, Mr. Rorison was united in marriage to Miss Lucy Wyman Wright, of Renfrew, Ontario, a daughter of Orange Wright, a native of that city, where he is serving as a customs official. The Wright family came from England to America in colonial times, settling at Boston, where they resided for a number of years. They, however, were United Empire Loyalists and during the American revolution moved to Canada, settling as pioneers in Ottawa valley, Ontario. Mr. and Mrs. Rorison have two children: Charlotte Amy Wright, who was born May 19, 1909; and Robert Douglas, born April 28, 1911.

Mr. Rorison is a member of St. John's Presbyterian church and is connected fraternally with the Independent Order of Odd Fellows, belonging to the Renfrew, Ontario, lodge, of which his father is a

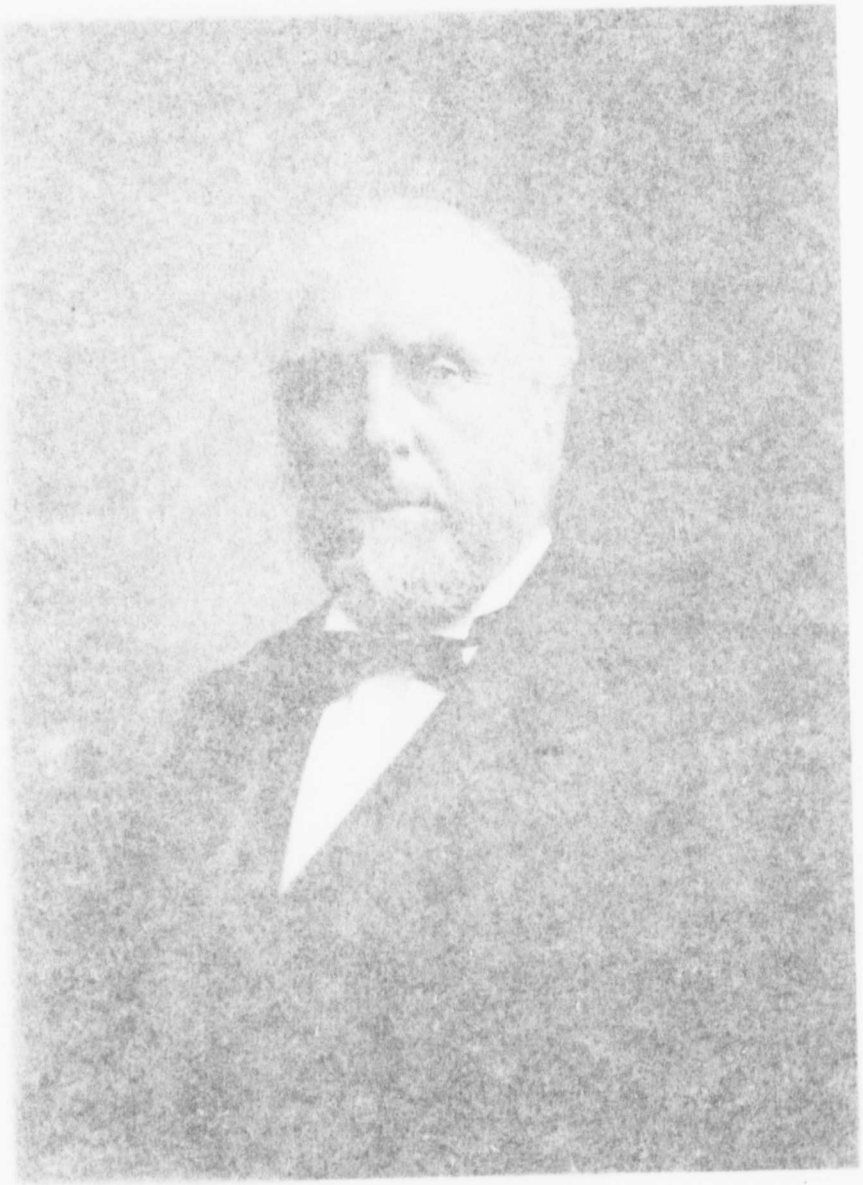
charter member. A man of forceful personality, varied interests, keen and well developed qualities of mind, he is recognized as one of Vancouver's representative citizens, the value of whose work along military and business lines it is almost impossible to estimate. By reason of the mature judgment which characterizes all of his efforts he stands today as a splendid type of the prominent capitalist and man of affairs to whom business is but one phase of life and does not exclude active participation in the many other vital interests which go to make up the sum of human existence.



Robt. Finlayson

Roderick Finlayson

RODERICK FINLAYSON, who for a half century was in the service of the Hudson's Bay Company, died January [illegible] in the seventy-fourth year of his age. He was born in Dalkeith, Roxburghshire, Scotland, on the 3d of March, 1818, his parents being Alexander and Mary Morrison Finlayson. He pursued his education in the [illegible] while spending his boyhood days in the home of his [illegible] a sheep and stock-raiser. On leaving his native land he sailed from Glasgow for New York in July, 1837, as a passenger on one of the old time sailing vessels and arrived at his destination after a tedious voyage of forty days. Through the influence of a relative in New York city he received an appointment in the Hudson's Bay Company's service as apprentice clerk. He proceeded immediately to the head office of the company, then located at Lachine on the St. Lawrence, and spent some time at a desk, but a vacancy occurred whereby there came to him the chance of appointment to a station called Fort Coulonge, on the Ottawa river. There he spent the winter of 1837-8 and was initiated into the mode of trade carried on by the Hudson's Bay Company. In 1838 he was placed in charge of the station at Fort William and there remained until 1841, when he was directed to [illegible] on the Columbia district on the west slope of the Rocky [illegible] which was then in possession of part of the Russian territory on the north Pacific coast possessions. This was leased from the Russian American Fur Company by the Hudson's Bay Company. The party proceeded across the water most of the way and after six months spent en route finally reached Fort Vancouver, now in the state of Washington on the Columbia river. It was then the head station of the Columbia district. In the spring of 1840 the Hudson's Bay Company employes boarded the historic Beaver on Puget Sound and proceeded along the coast, Mr. Finlayson thus passing Vancouver Island, which was to be his future home. The party proceeded on up the coast to Fort Stickeen in Russian territory, which by agreement they took, and later, under command



Roderick Finlayson

RODERICK FINLAYSON, who for a half century was in the service of the Hudson's Bay Company, died January 20, 1892, when in the seventy-fourth year of his age. His birth occurred at Loch Alsh, Ross-shire, Scotland, on the 16th day of March, 1818, his parents being Alexander and Mary (Morrison) Finlayson. He pursued his education at the place of his birth while spending his boyhood days in the home of his father, who was a sheep and stock-raiser. On leaving his native land he sailed from Glasgow for New York in July, 1837, as a passenger on one of the old time sailing vessels and arrived at his destination after a tedious voyage of forty days. Through the influence of a relative in New York city he received an appointment in the Hudson's Bay Company's service as apprentice clerk. He proceeded immediately to the head office of the company, then located at Lachine on the St. Lawrence, and spent some time at a desk, but a vacancy occurred whereby there came to him the chance of appointment to a station called Fort Coulonge, on the Ottawa river. There he spent the winter of 1837-8 and was initiated into the mode of trade carried on by the Hudson's Bay Company. In 1838 he was placed in charge of the station at Fort William and there remained until 1839, when he was directed to join the men sent to the Columbia district on the west slope of the Rocky mountains in order to take possession of part of the Russian territory on the North Pacific for trade purposes. This was leased from the Russian-American Fur Company by the Hudson's Bay Company. The party proceeded westward by water most of the way and after six months spent en route finally reached Fort Vancouver, now in the state of Washington on the Columbia river. It was then the head station of the Columbia district. In the spring of 1840 the Hudson's Bay Company employes boarded the historic Beaver on Puget Sound and proceeded along the coast, Mr. Finlayson thus passing Vancouver island, which was to be his future home. The party proceeded on up the coast to Fort Stickeen in Russian territory, which by agreement they took, and later, under command

of Chief Factor Douglas, later Sir James Douglas, went to Sitka, the head station of the Russian-American Company. Subsequently they proceeded up the Taco river and established Fort Durham, erecting a fort and making other necessary arrangements for their stay there. Mr. Finlayson was placed second in command of the fort, Chief Factor Douglas returning in the Beaver.

In the autumn of 1841 Mr. Finlayson was relieved and transferred to Fort Stickeen, now Wrangel. In 1842 he was sent as relief clerk to Fort Simpson and when Forts Stickeen, Durham and McLaughlin were abandoned Mr. Finlayson was ordered south with the party to the southern end of Vancouver island reaching Victoria harbor on the 1st of June, 1843. They commenced building a fort with the forces of the abandoned forts, having three officers and fifty men. C. Ross was placed in charge, with Mr. Finlayson as second in command. The two vessels, the Cadboro and Beaver, remained as guard vessels until the fort was built. There was nothing but dense forest on the water along the harbor. They cleared some land on which to grow vegetables and cereals and the work of making a habitable place thus continued. In 1844 Mr. Ross, who was in command, died and Mr. Finlayson succeeded him and was placed in charge of Victoria. During this period he had many brushes with the Indians but finally subdued them and taught them the power and danger of firearms. During this period Mr. Finlayson created what became the Indian Reserve, which existed until a recent date. The Indians were all taught to respect British justice. Three large dairy farms were established at this time and farming operations conducted on an extensive scale, so that men-of-war and other vessels could purchase supplies. A gristmill was opened at Esquimalt and also a lumber mill. The head depot for the Hudson's Bay Company was established here. About this time the forty-ninth parallel was declared the boundary between United States and Canada. The fur returns for England cleared from Victoria direct to England from that time on. In 1849, when Chief Factor Douglas, later Sir James, was sent to Victoria from Fort Vancouver, Washington, Mr. Finlayson was relieved of his onerous duties to a certain extent. He became head accountant and continued to act in that capacity until 1862. In 1851 Mr. Douglas became governor of the island of Vancouver and Mr. Finlayson was appointed by him as a member of the legislative council, his commission being signed by Queen Victoria in that year. In 1850 he had received his commission as chief trader and in 1859 received his commission as chief factor of the Hudson's Bay company.

From 1852 Mr. Finlayson had added extensively to his purchases of land, which he cleared, fenced and drained so that he was able to lease his property on good terms. In 1861 he returned to his native country for a visit and found his parents alive and well, but both passed away the following year.

Mr. Finlayson, at his own request, was appointed to superintend the Hudson's Bay Company's affairs in the interior of the island. This was in 1862 and he continued in that position until he retired from the service and spent the remainder of his days looking after his private interests. In 1878 he was elected mayor of Victoria, which office he filled for one term, and in that position, as in the other places of public trust which he had filled, he made an excellent record.

In 1849 Mr. Finlayson was united in marriage to Miss Sarah Work, a daughter of John Work, a Hudson Bay factor and a native of Ireland. Mrs. Finlayson died January 25, 1906, having for fourteen years survived her husband. Their family consisted of seven daughters and four sons. No history of the northwest and its development would be complete without reference to Roderick Finlayson, who as a representative of the Hudson's Bay Company played a most active and important part in the development of this section of the country. As the years passed on he embraced his opportunities for judicious investment and became one of Victoria's wealthiest and most prominent citizens, having accumulated much valuable real estate in and near the city. No man saw more of the process by which Victoria and the province grew and developed than Mr. Finlayson, whose attachment to the Hudson's Bay Company made him a witness of all that pertained to the welfare and upbuilding of the northwest. He was beloved and respected by all, so that his death was a blow to the community. The news of his demise brought a sense of personal bereavement to many of the homes of the city and a flag on the city hall hung at half-mast, showing that one of the leading and honored residents of Victoria had passed away.

L. Brown

David E. Brown

SINCE starting in the business world David E. Brown has advanced step by step, overcoming all difficulties and obstacles and achieving success through merit and ability. He is now president of D. E. Brown, Hope & Macaulay, Limited, in which connection he has won for the corporation a creditable and notable reputation in the insurance loan, investment and real-estate field. His knowledge of matters essential along those lines is comprehensive and exact, and with added executive force he has gained a large and desirable clientage. The place of his nativity was Owen Sound, Ontario, and the date, March 20, 1855, his parents being George and Margaret Brown. After attending public school at Owen Sound and Fergus, Ontario, Mr. Brown sought and obtained employment with the Great Western Railway in Canada, being connected with that corporation for five or six years. He continued in railway work with the Hamilton & Northwestern until that corporation was absorbed by the Northern Railway of Canada, and the system was called the Northern & Northwestern Railway of Canada, for whom he continued as agent, traveling auditor, cashier and accountant at the lake ports, thus serving until 1883. In the latter year he accepted the position of local freight agent for the Canadian Pacific at Winnipeg, continuing so until 1886, when he was transferred to Vancouver, British Columbia, as district freight and passenger agent. He subsequently became assistant general freight and passenger agent of western lines, his jurisdiction extending east as far as Port Arthur and Fort William. In 1892 he became general agent for the Canadian Pacific in the Orient, and for fourteen years did important work for the company in that section of the globe as general manager for Asia, with headquarters at Hong Kong. Returning to Vancouver in 1906, he became general superintendent of the company's Pacific steamers, holding that office for one year. Upon his retirement on a pension from the Canadian Pacific in 1907, following twenty-four years in the service of that corporation, he established himself as an insurance and financial broker in Vancouver, also doing a general railroad and steamship business, organizing the firm of D. E. Brown & Company. For a year the

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business was conducted under that style and was then incorporated as D. E. Brown & Macaulay, Ltd., and reorganized in 1913, under the style of D. E. Brown, Hope & Macaulay, Limited. Mr. Brown was elected president of the company and he is still filling that position. As its chief executive officer he controls and directs the policy of the firm which has gained a substantial position in connection with insurance, loans and investments, and also has operated in the real-estate field. They handle for the Canadian Pacific Irrigation Colonization Company, farm lands in British Columbia, Alberta, Manitoba and Saskatchewan. They are passenger agents also for the Canadian Pacific Company's railway and steamship lines, doing a general railway and steamship passenger business as agents for all trans-Atlantic and Pacific lines. They are also passenger agents for the Southern and Union Pacific, the Oregon Short Line, and the Oregon-Washington Railroad & Navigation Company, better known under the name of the "Harriman system." They maintain a branch office in London, England, and their business along these lines is so large that the firm is conceded to be one of the foremost in the province. Aside from the activities of the company, Mr. Brown owns individually considerable real estate in British Columbia.

The political indorsement of Mr. Brown is given to the conservative party. He has for a considerable period been identified with the Masonic fraternity, in which he has taken the degrees of the Scottish Rite. He is an Anglican in religious faith. Mr. Brown is a prominent club man, being a member of the Terminal City, Vancouver, Shaughnessy Heights Golf and Vancouver Country Clubs of Vancouver; the St. James Club, of Montreal; and the Thatched House Club, of London. Mr. Brown resides at Shaughnessy Heights.

A. A. Munro

Alexander Stewart Monro, M. D., C. M.

A MAN of broad scientific attainments in the field of his profession and with comprehensive, practical knowledge and skill to serve as the foundation upon which he has built success, Dr. Alexander Stewart Monro is already occupying a position of distinction in professional circles as a member of the firm of Brydon Jack, Monro & Cumming. The consensus of public opinion places them in the front rank and Dr. Monro is especially well known as an eminent surgeon.

He was born at Rattray, Perthshire, Scotland, May 1, 1872, and is a son of William and Margaret (Stewart) Monro, who were also natives of Perthshire. The father engaged in the building and contracting business at Rattray until 1872, when he crossed the Atlantic to the new world, settling at Toronto, Ontario, where he was engaged in the lumber manufacturing business, remaining there until 1882, when he removed westward to Winnipeg, where his remaining days were spent, his death there occurring in the same year. The mother also died in Winnipeg.

Dr. Monro was a young lad when his parents removed with their family to the west and after attending public and high schools of Winnipeg he entered the Manitoba University in preparation for a professional career and was graduated from the medical department with the class of 1896, at which time the degrees of M. D. and C. M. were conferred upon him. To theoretical training he added the broad practical experience which came through his service as interne in the Winnipeg General Hospital, with which he was thus connected for a year. He also spent eight months in the Brandon Hospital and then came to the western country in December, 1896, acting as surgeon for the Canadian Pacific Railway Company at Kamloops for a year and a half. In February, 1898, he arrived in Vancouver, where he at once entered upon active practice, and has since successfully followed his profession, his skill and ability increasing as the years have gone by. In 1903, in addition to his private practice, he acted as assistant to the noted Chicago surgeon, Dr. Alexander Hugh Ferguson. He has ever been a close and discriminating student and has carried his researches

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Alexander Stewart Monro, M. D., C. M.

A MAN of broad scientific attainments in the field of his profession and with comprehensive, practical knowledge and skill to serve as the foundation upon which he has built success, Dr. Alexander Stewart Monro is already occupying a position of distinction in professional circles as a member of the firm of Brydon Jack, Monro & Cumming. The consensus of public opinion places them in the front rank and Dr. Monro is especially well known as an eminent surgeon.

He was born at Rattray, Perthshire, Scotland, May 1, 1872, and is a son of William and Margaret (Stewart) Monro, who were also natives of Perthshire. The father engaged in the building and contracting business at Rattray until 1872, when he crossed the Atlantic to the new world, settling at Toronto, Ontario, where he was engaged in the lumber manufacturing business, remaining there until 1882, when he removed westward to Winnipeg, where his remaining days were spent, his death there occurring in the same year. The mother also died in Winnipeg.

Dr. Monro was a young lad when his parents removed with their family to the west and after attending public and high schools of Winnipeg he entered the Manitoba University in preparation for a professional career and was graduated from the medical department with the class of 1896, at which time the degrees of M. D. and C. M. were conferred upon him. To theoretical training he added the broad practical experience which came through his service as interne in the Winnipeg General Hospital, with which he was thus connected for a year. He also spent eight months in the Brandon Hospital and then came to the western country in December, 1896, acting as surgeon for the Canadian Pacific Railway Company at Kamloops for a year and a half. In February, 1898, he arrived in Vancouver, where he at once entered upon active practice, and has since successfully followed his profession, his skill and ability increasing as the years have gone by. In 1903, in addition to his private practice, he acted as assistant to the noted Chicago surgeon, Dr. Alexander Hugh Ferguson. He has ever been a close and discriminating student and has carried his researches

and investigation far and wide into the realms of medical and surgical science. He has done considerable post-graduate work abroad, having studied in London, Vienna, Paris and other foreign cities, where he has gained knowledge of the methods of practice of some of the most eminent physicians and surgeons of the old world. He is now specializing in surgery, practically giving his entire attention to that branch of his profession, in which he displays notable skill. In addition to a large private practice he is acting as a member of the surgical staff of the Vancouver General Hospital, and is surgeon to the Great Northern Railway Company. He holds membership in the North Pacific Surgical Association, the Canadian Medical Association, the Vancouver Medical Association, of which he was president in 1910-11, and the British Columbia Medical Association, of which he was secretary for several years, while in 1913 he was honored with the presidency. He is also interested in fruit growing, having a fine ranch in the Okanagan valley.

In Victoria, British Columbia, in 1900, Dr. Monro was married to Miss Edith McCrossan, a daughter of Thomas McCrossan, one of Winnipeg's pioneer merchants and an alderman of that city in 1882. Mrs. Monro is an accomplished musician, who has studied largely in this country and also in Vienna. She is a member of the Vancouver Musical Club and is well known as a harp artist.

While not an active worker in party ranks, Dr. Monro votes with the liberal party. He is well known in Masonic circles as a member of Cascade Lodge, A. F. & A. M., and has also taken the degrees of the Scottish Rite. Something of the nature of his interests and recreation is shown in the fact that he holds membership in the Vancouver, University, Terminal City, Jericho Country and British Columbia Golf Clubs, while his life principles have their root in the teachings of the Presbyterian church, his membership being now in St. Andrew's. It has been said of him that he meets every demand of a successful physician in his scientific training and comprehensive knowledge, in his practical experience, in his unfailing courtesy and good cheer. Moreover, he is ready for any emergency, steady nerves and hand enabling him to skilfully perform the most delicate operation. Gradually he has advanced in his profession until his opinions have largely come to be accepted as authority by other representatives of the medical fraternity.

Sam Bayhouse

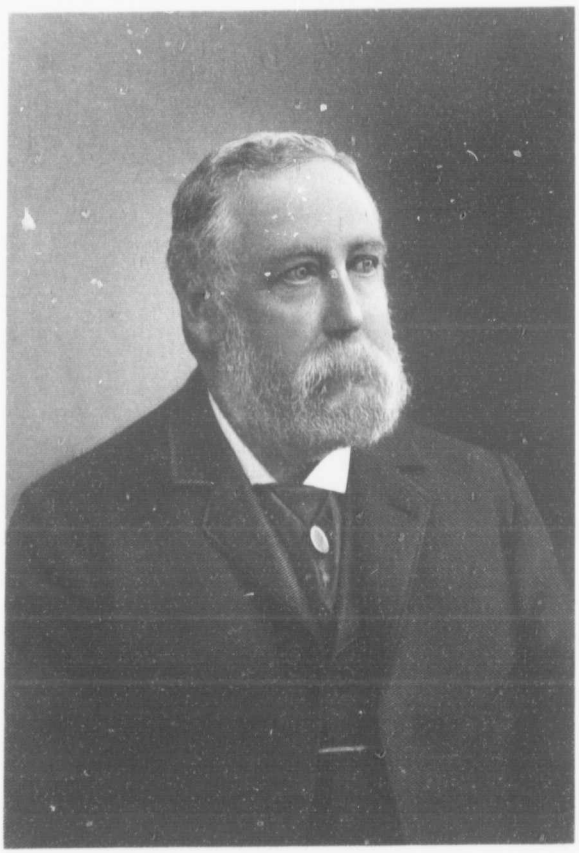
Sam Bergheim

Sam Brighouse

SAM BRIGHOUSE, son of Samuel and Hannah Brighouse, was born at Lindley, Huddersfield, Yorkshire, England, January 13, 1836. His paternal ancestors were for generations residents of Huddersfield and filled important offices in the gift of the crown and the people. His great-grandfather was sheriff of that county and his father, who was a large farmer, was parish overseer and occupied a position on the board of poor-law guardians. His mother's family, the Mortons, originally Scotch, had, in the latter part of the sixteenth century settled at Lindley, where they subsequently established the pottery industry, for which that place is so well known, and which the family still control. Our subject was educated in his native town and at the age of eighteen years took charge of his father's farm, which he continued to manage until he left England. He had not himself formed any definite plan of coming to America, as for a young man he was prospering well at home, but in consequence of a promise previously made to his cousin, John Morton, he decided to try his fortune in the new world. At this time the fame of British Columbia was being sounded throughout England and the cousins determined to come to this country. On May 8, 1862, they sailed from Milford Haven for New York on the Great Eastern. From New York they went to San Francisco via Panama, and from there came to British Columbia, going direct to New Westminster, which they reached late in June of the same year. After remaining there a few days they went to the Cariboo region, by the Harrison-Lillooet route. They remained at the mines only one month owing to the inclement character of the season and the fact that all the best claims were taken up. They returned to New Westminster in October, having completed the round trip on foot. On the 4th of November they came to the shores of Burrard Inlet, where the city of Vancouver now stands and where they had, in conjunction with William Hailstone, purchased five hundred and fifty acres of land. Here the three partners passed the winter, having erected a log house and a small barn. During the wet season they worked hard at clearing the land. The parcel of land they then purchased is known

now on the plan of Vancouver townsite as No. 185. Their house was the first white habitation erected on the shores of Burrard Inlet, and Mr. Brighouse had therefore a clear claim to the title of the "oldest inhabitant." They lived on good terms with the Indians and only once, and that shortly after they came, was there any attempt on the part of the Indians to commit theft. On this occasion they complained to Colonel Moody, who sent for Chief Capilano, who caused the stolen articles to be returned. Mr. Brighouse brought the first cook stove to the shores of the Inlet, carrying it on his back. Shortly after settling in their log house he and Mr. Hailstone began the work of cutting a trail across the peninsula from the site of the old Sunnyside Hotel to False creek, and this they completed before the beginning of the next summer. In the spring of 1863 the partners put in a crop of vegetables. During the same year they leased a large parcel of land on the Fraser river, where the McLaren-Ross mill later stood and farmed this in conjunction with their own tract. In the autumn of 1864 Mr. Brighouse, who had examined the farming country in the Fraser valley and had foreseen how valuable it must become, purchased six hundred and ninety-seven acres on Lulu island, in what is now some of the most valuable agricultural land in the province. His land included the site on which the town hall now stands. At the time he acquired this estate there were no white settlers on the island. In 1864 he and his partners in the Burrard Inlet property leased their farm and Messrs. Morton and Hailstone went to California. Mr. Brighouse, however, remained in British Columbia and continued his farming pursuits with ever increasing success. In 1866 he bought another property called Rose Hill, near New Westminster, and this he made into a dairy farm. This and the Lulu island farm he continued to operate simultaneously from that time until 1881. In 1867 his lease of the land where the McLaren-Ross mill stood expired and he did not renew it owing to the fact that he then had all the land of his own he could handle. He found that the dairy farm at Rose Hill and his Lulu island farm were working together admirably so he invested heavily in them. In 1870 his barn on Lulu island, the largest on the river, burned with the entire crop. When he got the land well under cultivation he started raising stock on a large scale and was especially anxious to improve the quality of farm cattle in this country, and through the purchase and introduction of some thoroughbred stock he was very successful in this direction. He served in the second council of Lulu island, having been appointed by that body to take the place of a member who had left the province. He had been requested previously to stand for the council but had always

declined and now only accepted at the urgent solicitation of the councillors. During 1869 and 1870 Mr. Brighouse was one of the active workers for the confederation with the Dominion but opposed the adoption of the Dominion tariff. In 1881 he leased his farms on the Fraser and returned to his property on the Inlet. He found that the persons to whom the land had been leased had departed some time before, the Indians having burned their barns and stables. Shortly prior to this two hundred acres of this property had been sold, so that there now remained among the three partners three hundred and fifty acres. Mr. Brighouse immediately began the work of clearing the land and let contracts for that purpose. He felt confident that the Canadian Pacific Railway would be extended from Port Moody and he realized how valuable the property had become. When the extension of the line was decided upon, they gave one third of their land to the company, according to agreement, and the work of cutting the balance into lots and building streets through it was at once proceeded with. Mr. Brighouse was ever keenly interested in Vancouver's progress and welfare. He was one of the most active workers in securing the first charter, and in 1887 he was elected by acclamation to represent ward 1 in the city council and accepted the position of acting chairman of the board of works. He also sat in the council during the following year and filled the chairmanships on the same committees as in the previous year. He was recognized as one of the most energetic and broadest-minded members of the council, and it was largely through his efforts as chairman of the board of works that the affairs of the city were so well conducted. Mr. Brighouse made two visits to England and in November, 1911, made his final trip, going to his birthplace, Huddersfield, where amid the environment of his childhood and many cherished friends he passed quietly from this life, July 31, 1913.



Henry W. Edmunds

Henry Valentine Edmonds

THE prestige of the Edmonds name has been so long established in the province of British Columbia, and especially in the city of New Westminster, that no introduction is necessary to recall one of the foremost personalities that shaped the early history and development of the institutions and business affairs of this city. The late Henry Valentine Edmonds, whose place and influence in the history of British Columbia deserve especial prominence, was born in Dublin, Ireland, February 14, 1837, and died in Vancouver, this province, on the 14th day of June, 1897. He was the second son of William and Matilda E. (Humphries) Edmonds, both natives of Dublin. On the paternal side the descent is traced from an old English family that settled in Ireland during the early days, and on the maternal side the ancestry is French Huguenot, the forbears escaping from France at the time of the St. Bartholomew massacre and the subsequent persecution of the Huguenots.

Until his twelfth year the late Mr. Edmonds was educated in the schools of his native city, Dublin, and then the family removed to Liverpool, England, where he attended the High School Mechanics Institute. He later went abroad on the continent and was a student in the famous Moravian Institute at Neuwied on the Rhine, finishing his education in Dresden, Saxony. His early business career was spent in Liverpool, and later in London. While in the latter city he joined the First Surrey Volunteers, the first of the new corps established in that city, but upon the formation of the London Irish Volunteers he joined his national corps. Passing rapidly through the non-commissioned ranks, he was selected by the Marquis of Donegal, the colonel commanding, as ensign of a new company, especially formed for the marquis' son-in-law, Lord Ashley. On receiving this appointment, July 5, 1860, Mr. Edmonds was attached to the Third Battalion Grenadier Guards for drill instruction, and passed with a first-class certificate. On April 13, 1861, he was promoted to a lieutenancy, and held this rank until he resigned in April, 1862, in order to come to British Columbia. At that time he stood second on the list for succession to the captaincy. Lieutenant Edmonds took part in the celebrated reviews held in 1860 in Hyde

Park, in 1861 at Wimbleton, and in 1862 at Brighton, under the late Lord Clyde. One day, after he had taken part in a parade, he was with part of his company when the London Bridge fire occurred, and he and his men rendered material service in keeping the grounds clear so that the firemen could work freely.

In May, 1862, Mr. Edmonds sailed from England, and on the following 4th of July arrived in San Francisco. He was there during the great rejoicing occasioned by the passage through congress of the Pacific Railway bill. In the same year he came on to Victoria and thence to New Westminster, where his career of usefulness was to henceforth be so conspicuously wrought out. For twenty-five years he was one of the foremost real-estate and insurance men of New Westminster, doing business with nearly all of the property holders of the city. At the same time he gave his efforts gratuitously to the advancement of all the best interests of the city. He was active in the organization of the Royal Columbian Hospital and the Mechanics Institute, and his services as secretary, treasurer or president were always in demand. On the formation of the Board of Trade in New Westminster he served as its secretary for the first year, and had much to do with carrying out the details of the board's organization, later being its vice president and for many years continuing as a factor in its work. He gave freely of both means and time for the proper celebration of such annual events as the Queen's anniversary, and also for the reception of distinguished visitors that came to the city He worked hard in committee and in private to make these occasions a credit to the city. He is honored as the originator of the May Day festival throughout the province and the first celebration of that day was held in his city.

He helped to organize the Howe Sound Silver Mining Company and the Fraser River Beet Sugar Company. In 1873 he and other public-spirited citizens organized the Fraser Valley Railway Company, of which he was made secretary. Later this became the New Westminster Southern Railway Company, in which he continued his interests. In December, 1867, he was appointed clerk of the municipal council and during the seven years of his incumbency of that office all the city's business was performed without any legal costs to the community. He himself drew up all the by-laws and did all the work necessitated by the incorporation of the city.

In December, 1872, Mr. Edmonds was selected as the agent of the government under the Walkem government. In addition to the exaction of his private affairs, he performed all the duties of this

office for the district of New Westminster until January, 1876, when, on the advent into power of the Elliott ministry, it was decided to apportion the duties of agent to several officers. Mr. Edmonds, thenceforth, until July, 1880, retained the office of sheriff and gave a most creditable performance of its work. He enjoyed the confidence of the entire legal profession and no suits were ever brought against him nor did he bring any, except such as were entirely justified and eventuated in his favor.

In 1870, on the organization of the New Westminster Rifle Volunteers under the late Captain Bushby, Mr. Edmonds was appointed adjutant, which position he held until 1874 when, on the formation of the No. 1 Rifle Company, he was gazetted as captain, the following memorandum being a part of his record: "Formerly lieutenant London Irish Volunteers, holding A-1 certificate for efficiency, and remained in command until May, 1875, when he retired retaining rank of lieutenant."

Mr. Edmonds served his city both in council and as its honorable mayor and also stood for the provincial legislature, as an independent candidate, but was defeated. In 1883 he received the appointment of justice of the peace for New Westminster city and district. Throughout his career in this city his confidence in the future and the boundless resources and possibilities of New Westminster, city and district, and the entire Fraser River valley, was unshaken, and he gave evidence of this confidence by his extensive investments in both the city and district and especially at Port Moody and what has since developed into the phenomenal city of Vancouver He had large sawmill interests and timber tracts and mines in the province. He was a large shareholder in the New Westminster Street Railway, and the Vancouver Electric Railway & Light Company. His benefactions were large, and of material value. He gave Vancouver the site for its most pleasantly situated public school and the beautiful site for the Episcopal church and parsonage, and to New Westminster he donated a public-school site. His activity and philanthropy were always manifest in the work of the Episcopal diocese of New Westminster and the "Churchman's Gazette" records his repeated benevolences.

In November, 1867, Mr. Edmonds was very happily married to Miss Jane Fortune Kemp. She was born in Cork, Ireland, the eldest daughter of Thomas P. Kemp, of that city. They became the parents of the following children: William Humphries; Henry Lovekin; Beatrice Elvina, who married W. A. Monro; Walter Freth; and Mary Gifford, who married C. M. Marpole, of Vancouver.

George Stevenson Harrison

George Stevenson Harrison

WHILE George Stevenson Harrison has been a resident of Vancouver only since 1905, he has within that period won recognition as a strong and forceful element in that business activity upon which is based the present progress and prosperity of the city. He is today manager of the Vancouver branch of the Merchants Bank, the first branch of that institution to be established in British Columbia. He was born at St. Mary's, Ontario, June 25, 1875, and is a son of the Hon. David Howard and Kate (Stevenson) Harrison. The father, who was of English descent, was born in London township, Ontario, June 1, 1843. He pursued his education in the University of Toronto and in McGill University at Montreal, receiving from the latter institution the degree of M. D. Having thus qualified for the practice of medicine he followed his profession for some years at St. Mary's, Ontario. He then removed to Winnipeg, Manitoba. He also became a recognized leader in politics and was first returned to the provincial legislature at the general election in 1883. In August, 1886, he was invited by Mr. Norquay, then premier of Manitoba, to join his administration, was sworn in as a member of the executive council and appointed minister of agriculture, statistics and health. He occupied that position with the government until December, 1887, when on the resignation of Mr. Norquay he was appointed premier by Governor Aikins and continued in that administrative position until January, 1888, when he resigned the premiership on the defeat at the polls of Joseph Burke, a member of his administration. He has done much to shape the public thought and action, and in guiding the destinies of the province wrought many noted reforms and improvements.

Liberal educational opportunities were accorded George Stevenson Harrison, who after pursuing a course of study in the Manitoba College entered the employ of the Merchants Bank of Canada at Winnipeg in 1893. He has since been continuously connected with that bank and his twenty years' service as one of its representatives indicates his efficiency, his loyalty and his reliability. In 1905 he

came to Vancouver where he entered upon arrangements toward the establishment of a branch for the Merchants Bank which was here opened in February, 1906. He became its manager and has since controlled the interests of the institution which is one of the strong financial concerns of Vancouver. He also has individual connections, being a director of the Vancouver Financial Corporation, Limited.

In 1906 Mr. Harrison was married to Miss Mary Ellen Davis, of Sarnia, Ontario, a daughter of Canon Davis, of the Anglican church. Their two children are Katherine Elizabeth and David George. Mr. Harrison is a member of the Vancouver and Jericho Country Clubs and is prominent and popular in the social as well as the business circles of the city. His record is one which any man might be proud to possess for in his entire business career he has never made engagements that he has not kept nor incurred obligations that he has not met. He enjoys in full measure the confidence and high regard of colleagues and contemporaries.

Robert Stevenson

Robert Stevenson

Robert Stevenson

THE life history of Robert Stevenson if written in detail would present some interesting features of mining experience in the northwest. As a mine owner he is well known, having made extensive investments in mining property. His home is now at Sardis, British Columbia, and Williamstown, Glengarry, numbers him among its native citizens, his birth having there occurred on the 28th of July, 1838. He is a son of Samuel and Susan Stevenson, both of whom are deceased. They were farming people and under the parental roof their son Robert spent his boyhood days, his education being acquired at the convent and grammar schools of Vankleek Hill, in Prescott county, Ontario. When his younger days were over he came, in early manhood, to British Columbia, arriving here in the month of May, 1859, during the time of the gold excitement in the northwest. He found, however, that reports had been much exaggerated and feeling that he could not obtain a fortune in the mines he proceeded to what was in those days called Washington territory, now the state of Washington, in which he remained until he joined the celebrated Collins expedition bound for the Similkameen country and led by Captain Collins, a noted Indian fighter. The western country in those days was one vast, trackless forest, hence the difficulties to be encountered can in a measure be understood. The party had to make trails through unknown woods, had to cross rivers and climb mountains. This was the first white party to pass from the salt water to the interior, going in by way of the famous Snocolomie Pass. They crossed the pass on the 2d of June, at which time there was ten feet of snow, our subject trying to touch bottom with a ten-foot pole, but failing. That the party of thirty-four might proceed it was necessary to dig a ditch two and a half feet wide and two and a half feet deep and fill it in with brush to form a footing. The party proceeded down the Yakima river and crossed where the town of Parker is now located. During all the journey they were harassed by unfriendly Indians who objected to the white men's intrusion into their possessions or hunting grounds. As Mr. Stevenson recalled this trip and in retrospect saw the country of those days he marvelled at the progress made. At

that time between the Cascades and the present town of Midway, a distance of two hundred and fifty miles, there was not a white settler. The party reached Fort Okanagan, the fort of the Hudson's Bay Company, on the 16th of June, 1860. Two days later this fort was abandoned and Mr. Stevenson is today the only living man who was present at its abandonment. The Indians were on the warpath and had Mr. Stevenson and his party rounded up for five hours, but they fought their way out without losing a man. They reached Rock Creek mines on the 22d of June, 1860, and there Captain Collins made a speech and left the party.

Mr. Stevenson engaged in prospecting for some time and then occurred the Rock Creek war, the miners refusing to comply with the law by taking out a license or recording claims. Governor Douglas went to the locality to settle the trouble and in recognition of the part which Mr. Stevenson had taken all through the difficulty Governor Douglas appointed him customs officer at a salary of two hundred and fifty dollars a month. Then came the great Cariboo gold excitement. Mr. Stevenson sent in his resignation as customs officer and started at once for the Cariboo. He had received information that horses were in great demand there, so he bought a large number, drove them into the country and disposed of them at a handsome profit. He was one of ten men who took any money into the Cariboo. He bought into the Jordan claim in the fall of 1861 and on the 3d of November of that year left for Victoria, traveling with the party of the later Governor Dewdney, now a resident of Victoria, reaching Yale on the 5th of December, and Victoria on the 15th of that month. While in Victoria Mr. Stevenson met the famous "Cariboo Cameron," who had just landed in Victoria with his family. This was on the 2d of March, 1862. Mr. Stevenson introduced Cameron to Mr. Wark, the chief factor of the Hudson's Bay Company, and was instrumental in his getting credit for goods to the amount of two thousand dollars. Mr. Stevenson went back to the Cariboo on the 23d of April, 1862, Cameron following in July. The former had heard of unclaimed ground and was forced almost to drive Cameron to assist in staking this. However, on the 22d of August, 1862, the Cameron mine, one of the richest mines of the Cariboo, was staked by Mr. Cameron and Mr. Stevenson. Mr. Cameron wished to name it for Mr. Stevenson but the latter had his way and it was called the Cameron claim. On the 2d of December, 1862, there were seven shareholders in the mine: John A. and Sophia Cameron, Robert Stevenson, Richard Rivers, Allan McDonald and Charles and James Clendening, all now deceased except Mr. Stevenson. Mrs. Cameron died on the 23d of October and her body was

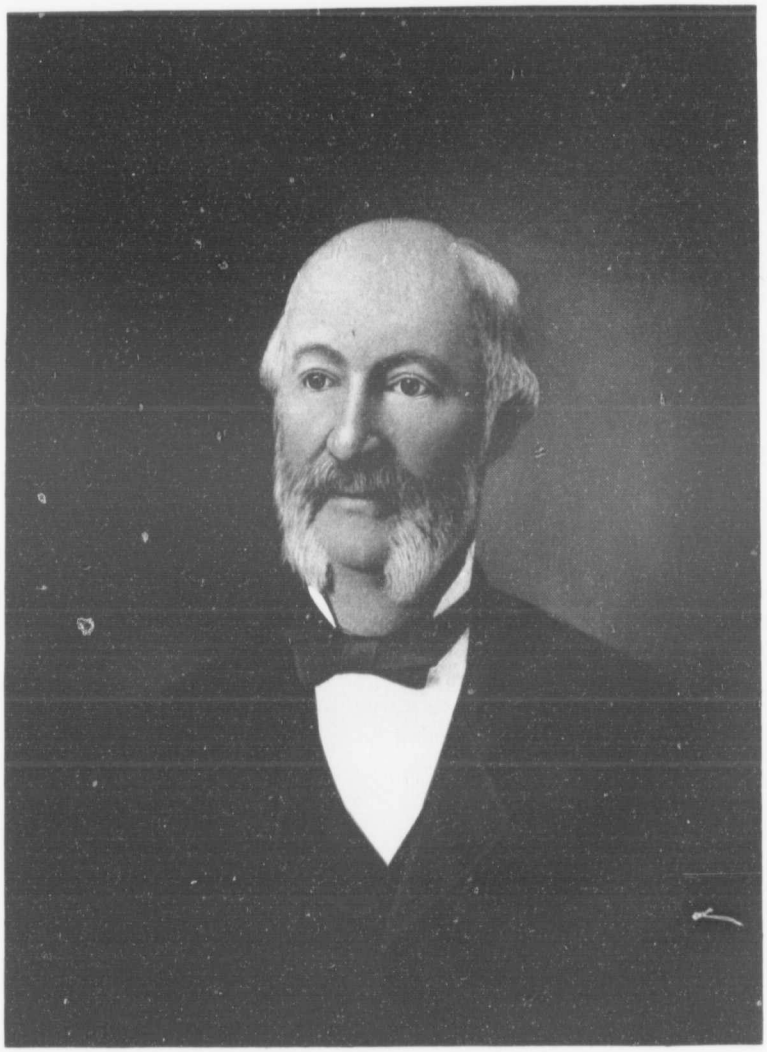
placed in a cabin outside of Richfield to await a chance to take her home for burial. On January 31st, at a temperature of fifty degrees below zero, Mr. Cameron had the body removed to Victoria, where a provisional burial was made until later in the year when the remains were taken to Cornwall, New Brunswick, Mr. Cameron almost spending a fortune in accomplishing his end. He was notably successful as a miner for a considerable period but eventually lost all he had, and drifted back to Cariboo, where he died poor and was buried in the old mining camp. It was on the 2d of December, 1862, that the rich gold strike was made on the Cameron claim, Mr. Stevenson rocking out one hundred and fifty-five dollars from thirty-five gallons of gravel. It was after this that Mr. Cameron took his wife's remains to Victoria, Mr. Stevenson accompanying him, and the burial there took place on the 8th of March. Mr. Cameron offered twelve dollars a day in addition to a sum of two thousand dollars to any of the men who would accompany him, but all were afraid of smallpox. Mr. Stevenson, however, went and paid his own expenses. When they were on their way out of the country the cold was intense and everywhere along the road they found many dying of smallpox. While en route they lost their food supplies and their matches and suffered untold hardships but at length reached Victoria on the 7th of March. On November 7th, the body of Mrs. Cameron was started for the east via Panama for final burial.

After the funeral services at Cornwall Mr. Stevenson returned to the Cariboo in 1864 and took active part in mining affairs. During the stirring days from 1861 until 1864 and even up to 1877 he held interests in various famous claims including the Cameron, Prince of Wales, Moffat, the Bruce and many others, and is so thoroughly familiar with the history of mining development in that section of the country that Sir Mathew Bigbee said of him that he was the best posted man in the Cariboo country.

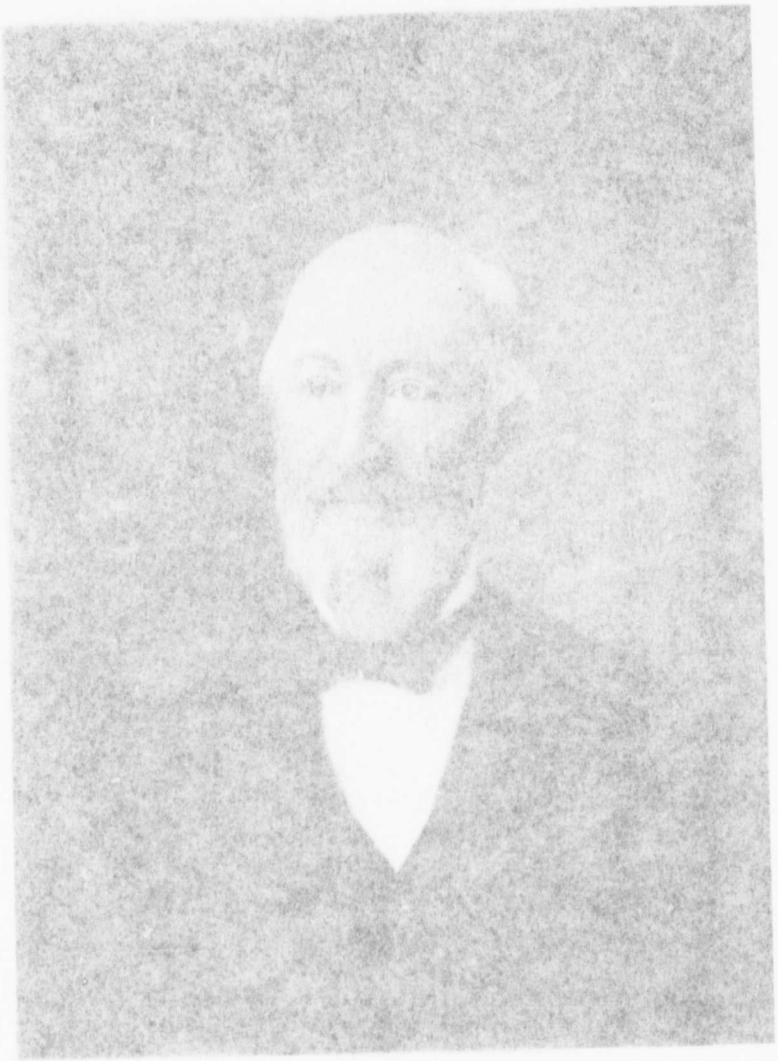
Mr. Stevenson went to Chilliwack and there married Miss Caroline E. Williams on the 26th of July, 1877, since which time he has been engaged in farming and mining. He is the largest individual mine owner in the Similkameen country and has large holdings at Leadville, two groups of claims at the Great Nickel Plate and is an extensive owner at Copper Mountain, his claims amounting altogether to more than forty.

Unto Mr. and Mrs. Stevenson have been born four children: Clarinda Elizabeth, a teacher of Chilliwack; John Edison, living on a farm at Chilliwack; Roberta E. L., the wife of James Watson, B. A., principal of a school at North Vancouver; and Robert Bryant.

Mr. Stevenson is among the very few now living who are entitled to be numbered among the real pioneers of British Columbia, for he has endured innumerable hardships and gathered wide experience when the resources of the province came to the attention of the world. There is nothing which characterizes him better than the way the Indians called him, the "Man Afraid of Nothing." He climbed the most rugged crags and would enter the wildest canyons. He swam horses across the Similkumeen river hundreds of times and also across the Thompson and the Okanagan when there were dangers on every hand. Mr. and Mrs. Stevenson now occupy a beautiful home on a farm of two hundred and fifty acres at Sardis, the large and commodious house being one of the landmarks of the region and the property a show place famed as a model establishment of its kind. The history of both of them links the present with the pioneer days, and though both are advanced in age, they are still strong and robust, clear of brain and active bodily and mentally. Both are great workers in the Methodist Episcopal church. When a young man out among the hills, alone with his God and nature, Mr. Stevenson made a study of religious matters and has ever adhered to those deep-rooted conclusions which resulted from his meditations. He has never dissipated, never used tobacco, and to these things and his life in the open air may be attributed his present splendid state of health. A man five feet seven or eight inches tall, he weighs over two hundred pounds and at the age of seventy-five has an energy and business acumen which many a successful man of half his age might well envy. In his political views he is a conservative. He belongs to Princess Lodge of Masons at Montreal and is a charter member of the Royal Order of Orangemen of Princeton. He also belongs to the Vancouver Mining Club. He is one of the few men remaining of the early days, a picturesque character because of his many and varied experiences in connection with the mining development of the northwest. He can relate most interesting incidents of the early days, of the life lived by the miners, and he is one of those who have prospered by labor and judicious investments, his mining and other properties being extensive and valuable.



Thomas N. Hilton



Thomas Napier Hibben

THOMAS NAPIER HIBBEN, prominent citizen, pioneer merchant and founder of the house of T. N. Hibben & Company, the oldest established and continuously conducted mercantile business in Victoria, and one of the coterie of men whose fine faith in the city's future laid the foundation for the subsequent development from the crude trading post, as they found it, into one of the most prosperous communities, and the acknowledged beauty spot of the Pacific coast, was a native of Charleston, South Carolina, where he was born August 12, 1827.

He was educated in the schools of his native city, and in 1849, in his twenty-first year, was attracted by the gold excitement to California, making the long arduous journey in the familiar prairie schooner of those days. For a time he engaged in mining and prospecting, but finding the rough life not to his liking, he settled in San Francisco, where he established a book and stationery store, which he conducted successfully until 1858, when he sold the business to Bancroft, who afterward became widely known through his authorship and publication of Bancroft's History of the Pacific Coast. In the same year Mr. Hibben came to Victoria, and in partnership with Mr. Carswell purchased the Kurskis Book Store, which they conducted together until 1866, when Mr. Carswell retired and Mr. Hibben assumed entire control of the business. Later, however, Mr. Kammerer and Mr. Bone, the latter of whom had grown up in the business from an errand boy, were taken into partnership.

The original store on Yates street was in 1861 removed to Government street, where larger quarters were required, and recently the fine office and store structure, known as the Hibben-Bone building, was erected to accommodate the rapidly growing trade.

Mr. Hibben's keen foresight and confidence in the city's future prompted him to make considerable investments in real estate and the subsequent remarkable advances in values were ample confirmation of his judgment. Mr. Hibben was for over thirty years a familiar figure in the life of Victoria, although he never sought nor held public office, in fact steadfastly refused to accept honors in this direction. But no

project which spelled advancement social, civic, educational or commercial to his adopted city, ever lacked his hearty indorsement and cooperation. Personally he was affable, courteous, generous to those less fortunate than himself, and in his every-day life typified the old-school Southern gentleman.

On January 21, 1864, Mr. Hibben on a visit to England, married Miss Janet Parker Brown, a daughter of John and Elizabeth (Gilchrist) Brown, and a short time later they returned by way of the Panama route to Victoria, where a home was established to which he was ever devoted. Mr. and Mrs. Hibben became the parents of four children: Mary R., the wife of W. D. Claussen of California; Estelle Theus, the wife of T. Claussen of California; and Thomas Napier and James Parker, both of T. N. Hibben & Company.

While Mr. Hibben was always keenly interested in affairs of a public nature, his greatest pleasure was in promoting the happiness of his own family, and his time outside business hours was devoted to them almost to the exclusion of all other interests. He accomplished much in the business world, and won his friendships by kindly sympathy and thoughtful consideration, but his greatest depth of affection was reserved for his family.

He was a member of the Pioneer Society, the Board of Trade and the Reformed Episcopal church, and a strong supporter of the late Bishop Cridge when he seceded from the established church, and formed the Reformed Episcopal congregation in Victoria. Mr. Hibben's death occurred January 10, 1890, and his passing was the occasion for expression of deep regret from the thousands who had known and respected him for his many sterling traits of character.

William McNeill

William McNeill

William McNeill

THERE is no citizen of Vancouver who has worked more assiduously for the interests of British Columbia than William McNeill—in promoting industrial, manufacturing and railway projects, which constitute the foundation of the material greatness of this province—and few men of today are more conversant with every phase of its history, or have contributed more largely in intellect, effort and capital to its advancement.

Mr. McNeill was born in Inverkip, Renfrewshire, Scotland, on the 2d of April, 1867, his parents being John and Catherine (McTaggart) McNeill. On his father's side he is descended from the McNeills of Barra, the Highland clan whose battle cry was "Victory or Death." The McNeills trace their origin back to Neil Og, who flourished about the year 1300. His son, Neil Og, fought in the battle of Bannockburn, and was granted lands by Robert Bruce. Roderick McNeill, head of the clan in 1759, was killed as a lieutenant with Fraser's Highlanders at Quebec in 1759. The family parted with the estate of Barra in 1840. On the mother's side, Mr. McNeill is descended from the Campbells of Argyle, his maternal grandmother being a pure Campbell.

Coming to America in 1888, Mr. McNeill completed his education at Hamilton College, New York state, where he remained for three years, after which he came to British Columbia, where he joined the provincial government service, and after seven years spent in the treasury, mining, and lands and works departments, he resigned to enter private business in Vancouver. He then became vice president of the Vancouver, Westminster & Yukon Railway Company, and secretary of the Stave Lake Power Company, Limited. Between the years 1904 and 1908 he purchased the right of way for the V., V. & E. Railway & Navigation Company, negotiating for their right of way into the city of Vancouver. In the autumn of 1908, Mr. McNeill secured in London and Montreal the investment of a large amount of capital to develop the power plant on the Stave river. In the following year the Stave Lake Power Company sold all its assets to the Western Canada Power Company, of which company Mr. McNeill

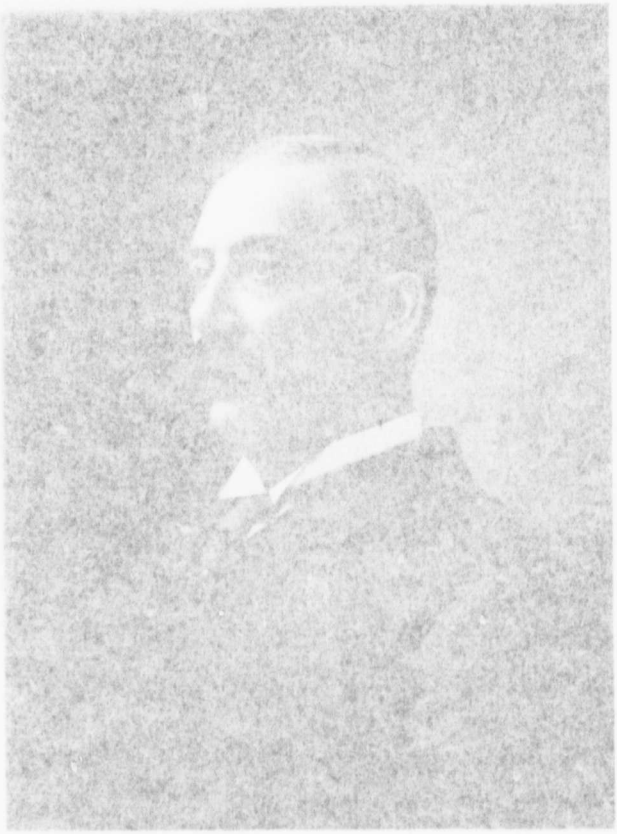
is a director and manager. He is also at the present time actively interested in the development of the hydro-electric company that is building a power plant on Hocsall river and the power line to Haysport, Port Edward and Prince Rupert. He has also large holdings in fruit lands on the lower mainland and timber interests in various parts of the province and is a stockholder in the Vancouver Horse Show Association, in which he has been interested since its organization.

On December 6, 1898, in Victoria, Mr. McNeill was married to Minnie Jean, third daughter of the late William McGillivray Munsie, one of Victoria's oldest and wealthiest citizens. They have two children, Catherine Margaret and William Ronald Dunn.

Both Mr. and Mrs. McNeill are well known in club circles, Mr. McNeill being a member of the Vancouver Club, Royal Yacht Club, Jericho Country Club, Vancouver Golf & Country Club, Vancouver Tennis Club; and the American Universities Club, of London. Mrs. McNeill holds memberships in the Georgian Club, Women's Musical Club, Studio Club, Jericho Country & Golf Club and Vancouver Tennis Club. In religion Mr. McNeill is a Presbyterian, being a member of the board of Westminster Hall Theological College. His labors have constituted an important element in public progress, and his name should be engraved high on the roll of those who have been most active and helpful in promoting the development and upbuilding of the west.

Geo. B. Bryant

George Douglas Brymner



George Douglas Brymner

GEORGE DOUGLAS BRYMNER, one of the honored and representative citizens of New Westminster, is a typical man of the age, alert and enterprising, a student of conditions and of significant problems, and a cooperant factor in all that makes for the development and substantial growth of city and province. He is now manager here for the Bank of Montreal and as such a leading figure in financial circles. He was born at Melbourne, in the province of Quebec, on the 3d of December, 1857, and is a son of Douglas Brymner, LL. D., and Jean (Thomson) Brymner, both of whom were natives of Greenock, Scotland, where they were reared and married. Two children were born there and in 1857 the family came to Canada, settling on a farm near Melbourne, whence in 1867 they removed to Montreal, where the father became assistant editor of the Montreal Herald. In 1870 he was appointed Dominion archivist and removed to Ottawa to take up the duties of his office, filling that position to the time of his death, which occurred in 1902 at the home of his son George D., in New Westminster, while on a visit to this city. He was then a man of seventy-nine years, but remained active to the time of his death. During his service as archivist he was honored by the Queen's University with the degree of LL. D. He was a man widely known and universally esteemed and honored. His broad knowledge and his public spirit brought him into contact with intelligent men throughout the country and among that class his warm friendships were formed.

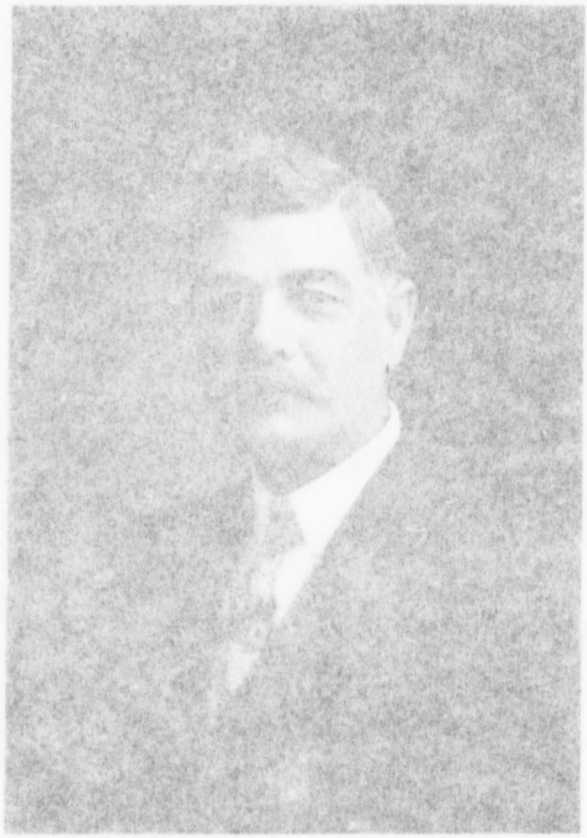
George D. Brymner spent his youthful days under the parental roof and in the acquirement of his education attended successively the Melbourne public school, the Montreal and Ottawa high schools and St. Therese College, in which he became a student in order to master the French language. His initial step in the business world was made in 1874 in connection with the Bank of Montreal. He entered the Cornwall, Ontario, branch of that institution and subsequently was with the Bank of Montreal in Stratford and Almonte, Ontario, where he served as accountant. When the branch bank in Vancouver was established he was sent with Campbell Sweeny to

open this Pacific coast department. Mr. Brymner continued as accountant at Vancouver until the opening of the New Westminster branch in April, 1888, when he was sent to this city as a sub-agent of the branch here and soon afterward his capabilities won him recognition in advancement to the position of manager, in which capacity he has served continuously for a quarter of a century. The upbuilding of the institution is attributable to his capability, enterprise and thorough understanding of the banking business. He recognizes the fact that the institution which most carefully safeguards the interests of its patrons is the most worthy of patronage, and in following that course he has won for the Bank of Montreal at New Westminster a liberal and growing patronage. He is today one of the best known men in this section of the province and is a recognized authority on all financial matters and problems.

In 1881, in Stratford, Ontario, Mr. Brymner was united in marriage to Miss Anna Elizabeth Harrison, a daughter of the late William Dyne Harrison, one of the well known pioneer farmers of that section, who married Miss Lucy Tye, a member of one of the oldest pioneer families of Ontario. Mr. and Mrs. Brymner have become the parents of three children, but only one is now living, Ethel Dyne, the wife of F. A. Macrae, manager of the Bank of Montreal of North Vancouver. Mr. Brymner is prominent and popular in club and social circles, holding membership in the Westminster Club, the Jericho Country Club, the Burnaby Lake Country Club and the British Columbia Golf Club at Coquitlam. Notwithstanding the extent and importance of his business affairs, he finds time to cooperate with many measures and activities which have bearing upon the material, intellectual and moral progress of the community. He is a member of the New Westminster Board of Trade and for some years served as president of the organization. He is one of the public-spirited men of the city, and there has not been an industrial enterprise established or any movement for the good of the community inaugurated in which he has not been a forceful factor, contributing in large measure to the work of public progress and improvement. He and his wife are members of the Church of England and in other ways he has done much to stimulate the welfare of city and surrounding country. He has served as treasurer of the Royal Agricultural & Industrial Society since its organization in 1889, and for the same length of time has been a member of its board of managers. His breadth of view has recognized not only possibilities for his own advancement, but for the city's development, and his lofty patriotism has prompted him to

utilize the latter as quickly and as efficiently as the former. He has mastered the lessons of life day by day until his post-graduate work in the school of experience has placed him with the men of sound judgment and notable ability, giving him a place of leadership in public thought and action.

James Z. Hall



James Z. Hall

James Z. Hall

AMONG the many enterprising business men who are interested in handling mining and timber properties and who also conduct a loan, insurance and general real-estate business, is numbered James Z. Hall, of Vancouver, who dates his residence here from 1885, at which time the city was a village known as Granville. He has since been an interested witness of its development and growth and has at all times borne his part in the work of general progress and improvement. He was born near Toronto, Ontario, February 12, 1863, and is a son of John and Isabella Hall and a grandson of James Hall, of Leeds, England, who was one of the pioneer settlers of Ontario.

In the acquirement of his early education James Z. Hall attended the public schools of Toronto and afterward continued his studies in the grammar school at Niagara, Ontario. He started in the business world in connection with the building industry, remaining for a few months in his father's employ in Ontario. In the meantime, in 1882, he secured an intermediate grade B certificate from the Niagara grammar school, entitling him to teach and later in the same year he came to British Columbia with the intention of following that profession. He made his way to New Westminster where he found that salaries paid to teachers were so small that he deemed it unwise to secure a school. He therefore worked in the building line for three or four months and subsequently entered the employ of T. R. Pearson & Company, of New Westminster, in the stationery business, continuing in that employ for about four years. In 1885 he came to Vancouver and opened a branch store for T. R. Pearson & Company, conducting the business at the time of the great fire of 1886, which destroyed the store. The business was shortly afterward sold to the British Columbia Stationery & Printing Company, at which time Mr. Hall took over the management of the Vancouver branch of the real-estate business of Major & Pearson, of New Westminster, who established their branch in Vancouver after the fire. His four years' experience in that connection proved to Mr. Hall that he might win success if he operated independently along the same line and in 1890

he started in business on his own account, handling loans, insurance, real-estate, mines and timber. He is today one of the oldest representatives of this field of activity in Vancouver and in the twenty-three years of his connection with the business has made continuous progress and won substantial success. In 1910 the business was incorporated as J. Z. Hall & Company, Ltd., with Mr. Hall as the president, which office he has since filled. He is familiar with all the various phases of the different departments of his business, knows thoroughly the natural resources of the country as to mining properties and timber and has a good clientage in his loan, insurance and real-estate departments.

On the 1st of November, 1893, in the Church of the Redeemer at Toronto, Ontario, Mr. Hall wedded Miss Jessie C. Greer, a daughter of Samuel Greer, one of the distinguished citizens of the province of British Columbia, who for ten years fought the Canadian Pacific Railway for possession of his preemption at Greer's Beach in the city of Vancouver, the estimated value of the property reaching several millions, the Canadian Pacific attempting to dispossess him. Mr. and Mrs. Hall have become parents of four children, Libbie C., Kathleen Alaida, Jessie Mildred and Winnifred Myrtle. In religious faith Mr. Hall is an Anglican and his position upon the temperance question is indicated by his membership in the Good Templars and the Royal Templars. His political support is given to the conservative party and his military experience covers service with the Volunteer Artillery Corps of New Westminster for three years. After removing to Vancouver he often walked to New Westminster to drill. On one trip he left Vancouver at 4 o'clock in the afternoon and should have arrived at his destination at 7 P. M., but it began snowing and eighteen inches had fallen by the time he reached there at 9 P. M. He drilled two hours and walked back to Vancouver, arriving home at 4 o'clock in the morning. There are few who would have shown such devotion to military duty. This spirit of fidelity has always been characteristic of Mr. Hall, whose friends know him to be a faithful, reliable man in every relation of life, so that the highest regard is entertained for him by all who know him.

Wm. H. Fowler

Captain William H. Soule

PERHAPS no resident of Vancouver has a more interesting history than that of William H. Soule, whose record has been most varied. His history if written in detail would present many a chapter more interesting than any to be found in fiction. He was born in Easington, near Stroud, Gloucestershire, England, March 12, 1839. This was four years before Queen Victoria ascended the throne. For thirty years he sailed the seven seas and then spent between three and four decades with the Hastings Mill Company of Vancouver. He was but a boy of fifteen when he sailed from Gloucester, as an apprentice to Price & Company, lumber dealers of Quebec, on his first ship, the barque Carolina, and remained on her two years, making two round trips annually between Gloucester and Quebec. It was a strange coincidence which brought him on his first voyage to the land which many years afterward was to become his place of residence. He next went as a common seaman on the barque Resolution, of Liverpool, which sailed for a cargo of cotton to Apalachicola, a cotton port in the southern United States. In 1855 he was a member of the crew of the Edward Bilton, on its voyage from Newcastle to Odessa for wheat, which on the outward voyage was loaded with coal for Constantinople. Discharging the cargo there, they proceeded on to their destination, and Christmas day of that year was spent on the Black Sea. Captain Soule afterward shipped on an American vessel, the Massachusetts, which, after loading railway metals at Newport, Wales, sprang a leak and would have sunk in the Bristol Channel had the captain not beached her at Barrie island, near Cardiff, just in time to prevent her from going down.

Captain Soule afterward went to Barcelona and subsequently shipped upon a newly built vessel at Belfast bound for Hong Kong. He was assigned to an American ship which was loaded at tea ports for the United and on the Albatross went to Calcutta and back to Shanghai. He next sailed on the Ganges to Calcutta, where the vessel was sold during the mutiny. A brother who visited him in Vancouver many years ago served throughout that period of hostility

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between the English and the natives. Captain Soule witnessed some wonderful fireworks, depicting one of the battles, Lucknow. The combustibles, ignited by accident, made a display so novel to the natives that they were greatly frightened and fled in all directions. The memory of their ludicrous flight causes the Captain many a quiet laugh to this day.

Not long afterward Captain Soule became mate upon a barque which put out from Singapore for Bangkok and Siam, for rice, with a Chinese crew and a supercargo of three boxes, each containing ten thousand Mexican silver dollars belonging to one of the shipowners. The skipper and mate were the only whites. A day and a half out the vessel sprang a serious leak and at once the compradore, a Chinaman, and all the Chinese crew wanted to take to the boats and make for the land. The exigencies of the occasion made it necessary that Mr. Soule threaten the Chinamen with pistols to make them pump, while he too was helping, in order to keep the vessel afloat to reach Singapore. In August, 1862, he sailed from Liverpool on the Wild Hunter, of Boston. This proved to be the most momentous voyage of his life, because it took him to San Francisco, at which place he became a passenger on the Brother Jonathan, a vessel bound for Victoria, British Columbia. From that city Captain Soule went in the old Enterprise to New Westminster and met John McLennan, who was purser on the boat and the first man he knew in this country. After one night in New Westminster Captain Soule proceeded to the gold fields, traveling by steamer from New Westminster to Fort Yale and thence on foot to Spuzzum Bridge, where he spent the night on a bed of poles and boughs, and the following day plodded on toward Williams creek, a distance of four hundred miles, walking all the way save for a short steamer trip from Soda creek to the mouth of the canal. At that time Joseph Trutch was building a part of the Cariboo road under Jackass mountain, between Boston Bar and Lytton. This they had to skirt. Captain Soule and his companion, Mr. McLennan, found it a difficult walk over that four hundred miles, for when they started each was carrying a pack of one hundred and ten pounds. They saw many men going in and met many others coming out, each with varying stories of success or failure. Captain Soule was not successful in his search for gold, and although he had a number of claims returned with no more than he possessed when he entered the country. His ambition was to accumulate money enough to buy a ship for use in the cotton trade. At this time John Wheeler had a claim at Boston Bar, and Captain Soule united with him to work it. The claim was situated on the

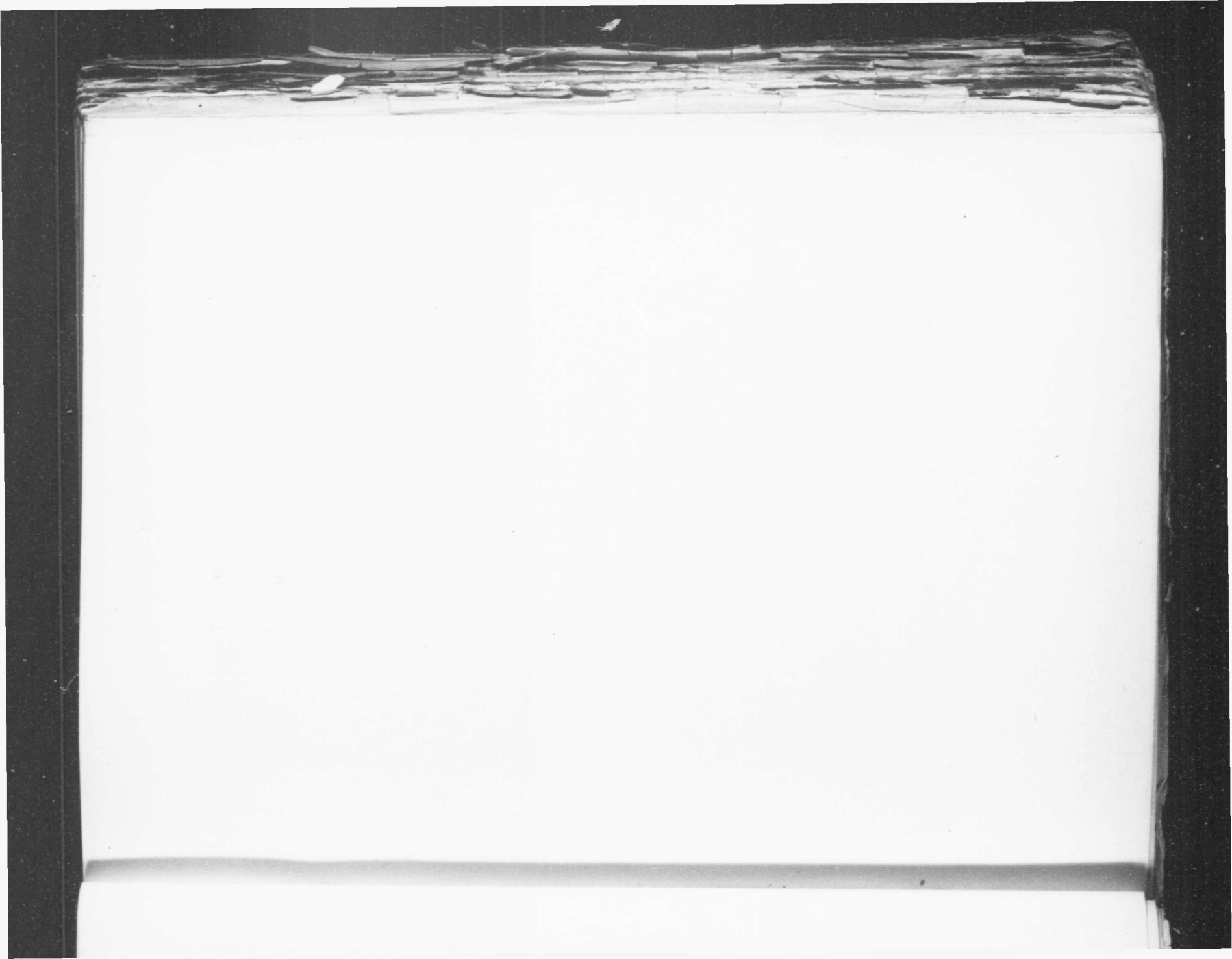
old river bottom of the Fraser. They felled trees and whipsawed the timber for their shafting and then sunk a shaft some forty feet, but with indifferent success. They had a garden and grew their needed vegetables on the surface, while but a few feet beneath, in the gravel, they were taking out gold The precious metal was obtained only in small quantities but still there was sufficient to make the labor worth while.

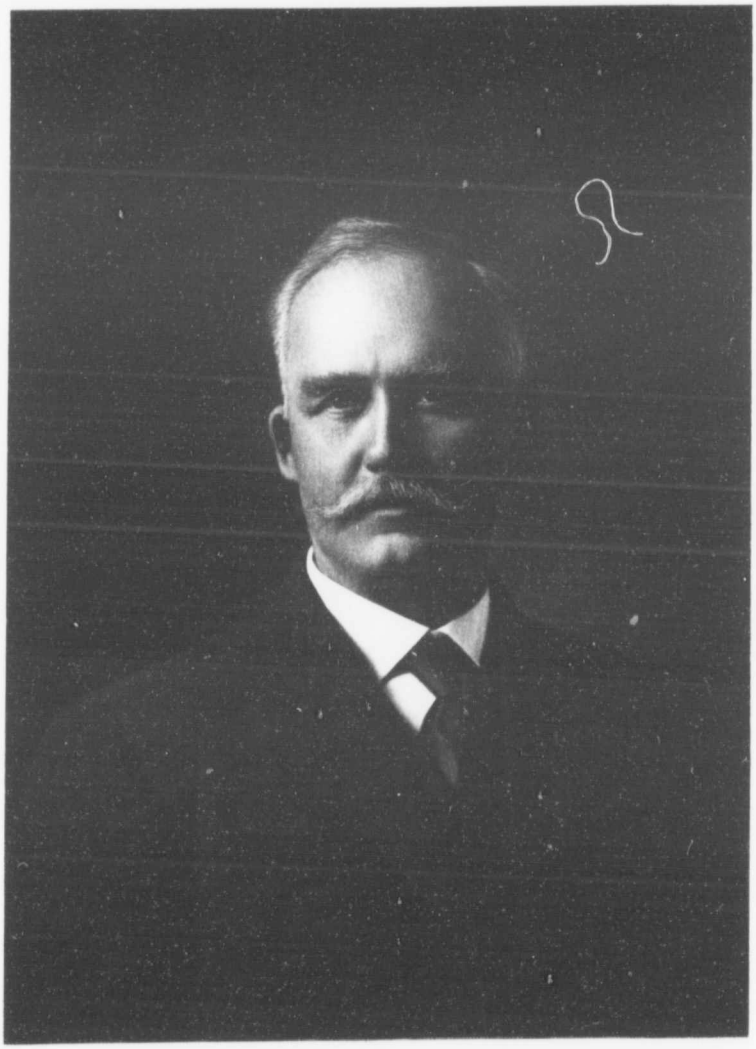
Returning to Vancouver, Captain Soule went on to Port Gamble on Puget Sound and thence sailed to Honolulu with lumber. With several others he then made a contract to build a wagon road over Donald Highland. They were to be paid per rod, but worked so fast that the contractor cancelled the contract, declaring they were making too much money. In 1869 Captain Soule returned to Vancouver and, as he says, "stuck his stake" and has resided here continuously since. In 1871 he established himself in the business of a stevedore, in connection with the Hastings mill, and carried on that enterprise for about thirty-four years or until he retired to private life about seven years ago. Under his management the business had grown to such an extent that he had agents in the United States and also in Europe.

On the 17th of January, 1878, Captain Soule was united in marriage to Mrs. Theresa Patterson, the widow of Captain Calvin Patterson, who at an early date had come to Vancouver, where he died as the result of an accident. Mrs. Soule was born in Manchester, England, but after the death of her parents came with her brother to New York city, where she was educated and grew to womanhood. Unto Captain and Mrs. Soule have been born two children: Alfred Hastings, who is now a resident of Victoria; and Estelle Budding, the wife of Alexander McKelvie. When the great conflagration in 1886 devastated Vancouver and the home of Captain Soule was reduced to ashes, he and his family removed to his boat, the Robert Kerr, which lay at anchor in the harbor, making their home thereon for a year or until a new house was erected at the corner of Powell and Dundee streets. This was then an entirely different residential section than it is at present and they made their home there for about twenty years. In 1906 they removed to their modern and commodious home at No. 1136 Pacific street, and here Captain and Mrs. Soule are now spending the evening of their lives in honorable retirement and pleasing surroundings. The old barque, Robert Kerr, passed from his ownership to the Canadian Pacific Railway and was for years used by that corporation as a "coal hulk" but was eventually wrecked on the reef near Nanaimo, where her storm-shattered skele-

ton is now passing into decay. It was Captain Soule who owned the first ship of Vancouver.

When the city of Vancouver was first created Captain Soule was a candidate for its first board of aldermen, while his old friend and associate, H. M. Alexander, was the candidate of the conservative party for the office of mayor. The liberals won the day, however, and both Captain Soule and his friend met defeat. Captain Soule and his family are of the Episcopal faith. He assisted in the erection of the first three churches in Vancouver and hung the bell in the first house of worship. He is a valued member of the Commercial Club and also belongs to the Progress Club of Vancouver. It has been said that "Captain and Mrs. Soule are known for their kind-hearted hospitality and high moral standards, and their influence for good will long be felt in British Columbia after the final act of life is ended and the curtain has been rung down forever."





J. W. Bowman.

Dr Dowman

Joseph Henry Bowman

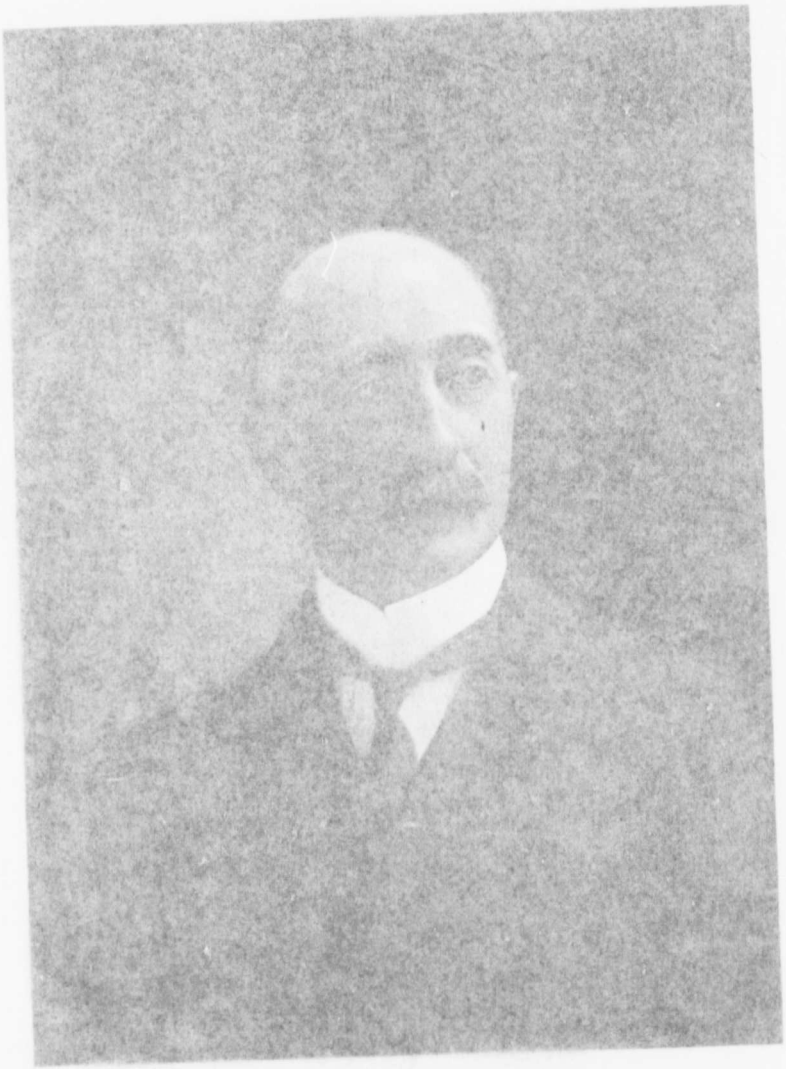
IN THE fall of 1888 Joseph Henry Bowman took up his residence in Vancouver and from that time to the present has been an important factor in the growth of the city, founding a notable work of public service upon energy, public spirit and the ability which commands opportunity. He is today one of the foremost architects in the city, controlling an extensive and representative patronage, and his individual success is well deserved, supplementing as it does valuable work along public lines. He was born in London, England, January 24, 1864, and is a son of William B. and Margaret (Pearson) Bowman, the former a master builder, who followed that occupation in London until his death in 1895. He was a native of Cumberland county and descended from a long line of seafaring people. He married Margaret Pearson, a daughter of William Pearson, a sea captain of Whitehaven, Cumberland county.

Joseph H. Bowman acquired his early education at the Sir Walter Singen school, a religious institution on High street, Battersea, London. This was later supplemented by an architectural course in the department of science and art of the South Kensington Museum. His first employment was as draughtsman for William Rendell, designer, with whom he remained for two years thereafter, entering his father's employ at the end of that time. He remained active in the building construction business until the early part of the year 1888, when he removed to Canada, where for a short time he was in the employ of the Canadian Pacific Railway Company on construction work in the mountains. When he resigned this position he went to Donald, British Columbia, and was there active in general construction work until September, 1888, when he came to Vancouver. He found a little village on the site of the present flourishing city but he recognized a true opportunity and located permanently here, where he has since remained an honored and respected resident. At this time he had few assets beyond his ability in his profession and his unwavering determination, but with characteristic energy he applied himself to any work he could find to do, being variously employed until 1897, when he became connected with the British Columbia

Mills, Timber & Trading Company, as draughtsman. He remained with this concern for eleven years, rising to the position of head draughtsman and evidencing at this time an unusual ability in his profession and knowledge of its details, upon which his present success is founded. In 1908 he entered into business for himself and the years since that time have brought him substantial success and prominence in his chosen line of work, he being today recognized as one of the foremost architects in Vancouver. He makes a specialty of school architecture and has designed and superintended the construction of many of the larger schools in Vancouver and vicinity, notably those in South Vancouver. He controls a large and important patronage, for his ability is widely known and respected, his buildings being always adequate and convenient, while showing rare beauty of design and artistic workmanship.

On the 14th of November, 1892, in Vancouver, Mr. Bowman was united in marriage to Miss Gertrude Mann, a daughter of J. W. Mann, and they have become the parents of seven children, Ethel, Dorothy, Phyllis, Evelyn, Sidney, Irene and Margery. Mr. Bowman is a member of the British Columbia Society of Architects and belongs to the Church of England, acting at present as warden of the St. John's church, Central Park. He has been for twenty-five years a resident of Vancouver and for the greater portion of this time he has lived in what is known as Central Park. When he located here on seven acres of land which he purchased from the government he found it a veritable wilderness and he has watched it grow into one of the most attractive suburbs of Vancouver, a worthy addition to that thriving and beautiful city. Mr. Bowman has always taken a prominent part in public affairs of South Vancouver, being a member of one of the first school boards soon after the formation of this municipality, and has been one of the greatest individual factors in its growth, the influence of his work and personality being felt as a strong force along many lines. His present position among the men of marked ability and substantial worth in this community has been achieved through earnest and well directed labor, for he has steadily worked his way upward to success and prominence, the structure of his life standing upon the firm foundation of honor, integrity and upright dealing.

Walter L. Gramley



Walter L. Grantley

Walter E. Graveley

WALTER E. GRAVELEY, now living retired in Vancouver, laid the foundation of his present substantial financial position in indefatigable industry, thorough study of every phase of his business, careful management and close application. He was born in Cobourg, Ontario, in 1853, a son of William and Margaret (Boswell) Graveley, the latter the youngest daughter of the Hon. Captain Boswell, R. N. The Graveley family came from Yorkshire, England, to Canada in the early part of the nineteenth century and settled in the province of Quebec, while Captain Boswell, leaving his native England, located in Ontario about 1810. Mr. and Mrs. William Graveley spent their entire lives in the province of Ontario.

Walter E. Graveley was educated in Cobourg in the private school conducted by F. W. Baron, who had previously been principal of Upper Canada College and was then conducting a private preparatory school for boys who desired to enter the British army or navy. In 1873 Mr. Graveley went to Toronto and engaged in the marine insurance business, there remaining until 1881. He next went to Winnipeg, where he was connected with the real-estate and financial business, spending two years in that city. In 1883 he removed to Victoria, British Columbia, arriving there in the month of June. His intention on coming west was to locate at the terminus of the Canadian Pacific Railroad, which was then Port Moody, but upon his arrival on the coast he felt it would be advisable for him to locate in Victoria. While in Winnipeg he was associated in business with F. C. Innes, who also went to Victoria and they resumed their business associations there. After about two years they dissolved partnership and Mr. Innes came to Vancouver. Later he became head of the firm of Richards, Innes & Akroyd.

In October, 1885, Mr. Graveley removed to Vancouver and opened his office. This was about the same time that C. D. Rand took up his residence in the city. The first real-estate advertisement ever published in the interests of the future Vancouver, then Coal Harbor, was printed in 1884 in a paper published at Portland, Oregon, called

The West Shore. This article was prepared by Messrs. Graveley and Innes and read as follows:

"Coal Harbor, the western terminus of the Canadian Pacific Railway in British Columbia, is a magnificent sheet of water about three and a half miles long by one to two miles wide; is completely landlocked and accessible at all stages of the tide by the largest vessels afloat. The following table of distances will give some idea of the advantages this place possesses over all others as the site for a commercial city. Taking a common point on the Asiatic coast, Yokohama in Japan, the distance to points on the western shores of North America are (nautical miles):

Yokohama to San Francisco	4470
Yokohama to Coal Harbor	

The distance from Yokohama to San Francisco by the route followed by all vessels is really nearly eight hundred miles longer than the above, vessels taking an extreme northerly route in order to obtain the advantage of certain winds and currents. This distance does not affect the route to Coal Harbor but should properly be added to the San Francisco route.

"The estimated distance from above points to Atlantic tide water and various places is as follows (statute miles):

San Francisco to New York	3390
San Francisco to Boston	3448
Coal Harbor to New York via Canadian Pacific Railway and Montreal	3414
Coal Harbor to Boston	3197
Coal Harbor to Montreal	2842

The distance across the Atlantic is (nautical miles):

New York to Liverpool	3040
Montreal to Liverpool	2790

"From the above we see that the distance from Yokohama to Liverpool is (statute miles):

Via San Francisco and New York	12038
Via Coal Harbor and Montreal	11111

or nine hundred and twenty-seven miles in favor of the Coal Harbor route; to this add the eight hundred miles above mentioned, making the total distance by regular route from Yokohama to Liverpool, via Coal Harbor and Montreal, nearly eighteen hundred miles shorter than the San Francisco route. In a few years a railroad to Hudson Bay will undoubtedly be in operation, making the distance by this short route about twenty-six hundred miles shorter than by San Francisco.

"Therefore, taking into consideration the fact that the Canadian Pacific Railway is the shortest and only one crossing the continent under one management, a glance at the above table of distances will show that this terminal city from a commercial standpoint cannot possibly have any successful competitors.

"The town site is all that could be desired and it is doubtful if a more beautiful and picturesque location could be found on the continent: looking north across the harbor, a magnificent view of snow-capped mountains is obtained, and to the south Mount Baker is seen to better advantage than from any other point on the coast. In fact, look where you will, an entrancing view of woods, mountains and water meets the gaze. At the entrance to and fronting on Coal Harbor and also on English Bay (a roadstead to the west) is a government reserve which influential parties are now trying to obtain for park purposes. The land being high, about one hundred and eighty feet above the sea level, a grand view of Burrard Inlet, English Bay, Gulf of Georgia and surrounding country can be had. On the west or English Bay side of this reserve is situated the famous Siwash Rock. This park alone will yet attract thousands of pleasure seekers. Nature has done much and when drives and squares have been laid out this park will become as famous as some of the grand national parks in the distant interior of the continent. The town site is gently undulating, with just sufficient slope for perfect drainage, and is covered with a growth of fine maple and other trees. The climate is undoubtedly the best on the coast: days warm and pleasant; nights pleasantly cool; rainfall moderate. The country in this vicinity presents great attraction to the sportsman, the lakes and streams being full of trout; in the woods deer, bear and smaller game, and on the mountains numbers of goats. Burrard Inlet and the adjoining waters of Gulf of Georgia and Howe Sound are unrivaled for yachting and boating. In fact this district is the sportsman's paradise. General Manager Van Horne has stated that the Canadian Pacific will spend many millions in this place in the erection of wharfs, workshops, rolling mills and depot and has given it as his opinion that the terminal city

will become one of the two largest on the Pacific coast. In the fall of 1885 the Canadian Pacific Railway will be in operation from Atlantic to Pacific, and as these buildings will have to be erected by the time the road is completed, the expenditure of so much money will certainly have the effect of building up a large town in an unprecedentedly short time. The Canadian Pacific Railway will employ at least two thousand men in their different shops and these will have to be supplied with the necessaries of life, thus creating first-class openings for business men of all classes. Within the next year and a half large wholesale and importing houses will spring into existence here, also foundries, woolen factories, furniture factories, etc., and as a great portion of the grain grown in the northwest will be shipped from this port, it will necessitate elevators. Business men of all classes looking for good openings would do well to consider these points. Plans of the town site are now being prepared and in a few days lots will be offered for sale, and we must say that better chances for investment were never offered. Lots that can now be bought for a few hundred dollars will beyond a doubt be worth as many thousands within a year or two. A large number of people are looking for this property to come on the markets and hundreds of thousands are planning investments here, and we have no hesitation in stating that lots must double in value within a few months after any are first placed on the market. We would therefore advise those looking for first class investments in real estate to come here and see for themselves, and we feel sure that those who do so, after a careful inspection, will be more than satisfied with the prospects. Investments only of a few hundred dollars will yet return fortunes to those who have the foresight to realize the future in store for this place. It is only once in a long time that the public have such a chance as the present, and we would recommend those that have money to invest to investigate the merits of Vancouver or Coal Harbor before making other investments. We will be pleased to furnish applicants with plans and prices; also any particulars they would desire, but would prefer to have intending investors pay Coal Harbor a visit and then call in and see us. In a few weeks we will open an office at the terminus and will then be pleased to show visitors over the town site and give them every possible information, but all letters sent to present address will always find us. Innes & Graveley, real estate brokers and financial agents, British Columbia Express Building, Victoria, British Columbia."

On the 16th of March, 1886, Mr. Graveley purchased the first lot sold by the Canadian Pacific Railroad, in the new town site of Van-

couver, and still has the receipt for the first payment and other papers issued in the transaction. Mr. Graveley continued to conduct a real-estate, insurance and loan business in Vancouver for many years, success attending his efforts as time passed on, owing to his judicious investments, his keen foresight and his undaunted spirit of enterprise. He is now living retired and has just returned from a several months' tour around the world. He is the president and was one of the first stockholders in the British Columbia Plate Glass Insurance Company, which was organized about 1903, and at all times he has been interested in the material development of the city, contributing thereto in no uncertain or limited degree.

Mr. Graveley was also one of the organizers and the first commodore of the Royal Vancouver Yacht Club, occupying the position of commodore for three years. Upon his retirement he was made honorary commodore for life. He was one of the crew on the Canadian yacht Countess of Dufferin that sailed in New York for the American cup in 1876. He belongs to the Vancouver and Jericho Country Clubs and has membership in the Church of England. In politics he is a conservative but not an active party worker.

Mr. Graveley was married in San Francisco, in August, 1888, to Miss Frances Moore, who was born in that city, of English parentage, and they have two children, Margaret and Eileen. Mr. Graveley has never had occasion to regret his determination to establish his home in the west, the land of limitless opportunities, and the wise use he has made of the advantages offered by the country has placed him in a most creditable and enviable position, while the honorable course he has ever followed has firmly established him in public regard as one of the most worthy and valued citizens of Vancouver.

C. E. Cliff

B. E. Cliff

Charles Edwin Cliff

CHARLES EDWIN CLIFF, one of the wealthy and leading citizens of New Westminster, has lived practically retired for more than a year, now giving his attention almost wholly to the management of his financial interests. During a long and active business career he has overcome obstacles and adversity which would have discouraged many a man of less resolute purpose, and his energy and perseverance have won their just reward. He was the founder of the firm of Cliff & Sons, well known can manufacturers. His birth occurred in Kingston, Ontario, on the 28th of May, 1854, his parents being George and Charlotte (Pearson) Cliff, the former a native of Nottinghamshire and the latter of Sussex, England. They came to Canada with their respective parents in young manhood and young womanhood. George Cliff, the paternal grandfather of our subject, settled in Montreal, while the maternal grandfather, Allen Pearson, took up his abode in Kingston, Ontario. The former was a surveyor as well as an architect, and he it was who surveyed the macadamized York road from Kingston to Toronto. The cut stone mileposts which he set along the boulevard are still standing and will probably remain for many more years.

George Cliff, Jr., served a seven years' apprenticeship at architectural drawing and surveying under the direction of his father, and in association with him built the city hall and many of the most important buildings of Montreal and Kingston at that time. He subsequently removed to Napanee and became a prominent factor in building circles there, his demise occurring in that city in 1898, when he had attained the ripe old age of eighty-four years. His wife passed away when about fifty years of age. George Cliff, Jr., cast the deciding vote which first put Sir John A. Macdonald into power. The vote was then an open one and could be counted at any time during the voting. A few minutes before the closing of the polls, one of Macdonald's friends rushed to the shop of Mr. Cliff, telling him that all the votes were in except those of himself and his workman, and as Macdonald was one vote behind, he would be defeated unless Mr.

Cliff and his workman cast their votes for him. The messenger was told that the workman favored the opposition, but he urged Mr. Cliff to use his influence with him, and thus Macdonald won the election.

Charles E. Cliff, whose name introduces this review, was reared under the parental roof and attended the public schools of Napanee in the acquirement of an education. In his seventeenth year he was bound out to a Napanee tinsmith for a five years' apprenticeship, serving the first year for one hundred dollars, the second year for one hundred and ten dollars, the third year for one hundred and twenty dollars and the fourth and fifth years for one hundred and thirty and one hundred and fifty dollars, respectively. The remuneration did not include board, and his father gave bond that he would not break the terms of the agreement. After completing his apprenticeship he drew a salary of one dollar and twenty-five cents for a ten-hour day, and in 1876 was married at St. Mary's and established a home on this meager income. For about five years he worked as a journeyman at St. Mary's and later embarked in business on his own account. Subsequently he spent about nine months in Chicago and thence went to Bath, Ontario, where he established himself in business. In 1888 he came to New Westminster, British Columbia, making his way to this province at the request of James Cunningham, the hardware merchant, in whose service he remained for a year. On the expiration of that period he went to Nanaimo, there working as a journeyman for one year and then returning to New Westminster. Here he embarked in business with two partners under the firm style of Corbett & Cliff. Being dissatisfied with the management of his partners, however, he signed away his interest for his release from the concern and was at that time two hundred dollars in debt. Mr. Cliff then started in business alone, but disposed of his interests shortly prior to the Westminster fire of 1898, which wiped out his establishment, and he never received a cent in payment therefor. Nevertheless, though disaster had now twice overtaken him, he started out anew with undaunted spirit, and, cleaning out his chicken house, began making butter cans for the New Westminster creamery. After the cans were made he would go to the factory and seal them after they were filled, receiving fifty cents an hour for this work. From this small beginning evolved the extensive can plant of Cliff & Sons in East Burnaby, which now has a capacity of from two hundred and fifty thousand to three hundred thousand cans daily. In February, 1912, Mr. Cliff retired from the active control of the concern, at that time turning the business over to his two sons, who have since disposed of the business to the American Can Company. He is a director of the Industrial Properties Com-

pany, Limited, and now devotes his attention almost exclusively to the management of his financial interests.

In 1876 Mr. Cliff was joined in wedlock to Miss Mary Edgely Bickell, of St. Mary's, Ontario, her father being Thomas Bickell, who for many years was a merchant in Quebec and subsequently became a commercial salesman. In his political views Mr. Cliff is a conservative, and for about seven years he served as councilman in East Burnaby. His religious faith is indicated by his membership in Queens Avenue Methodist church, to which his wife also belongs. The period of his residence in British Columbia covers more than a quarter of a century, and by his own efforts he has gained a place among the leading and representative citizens of the province. His record should serve to encourage and inspire others, showing what may be accomplished when one has the will to dare and to do.

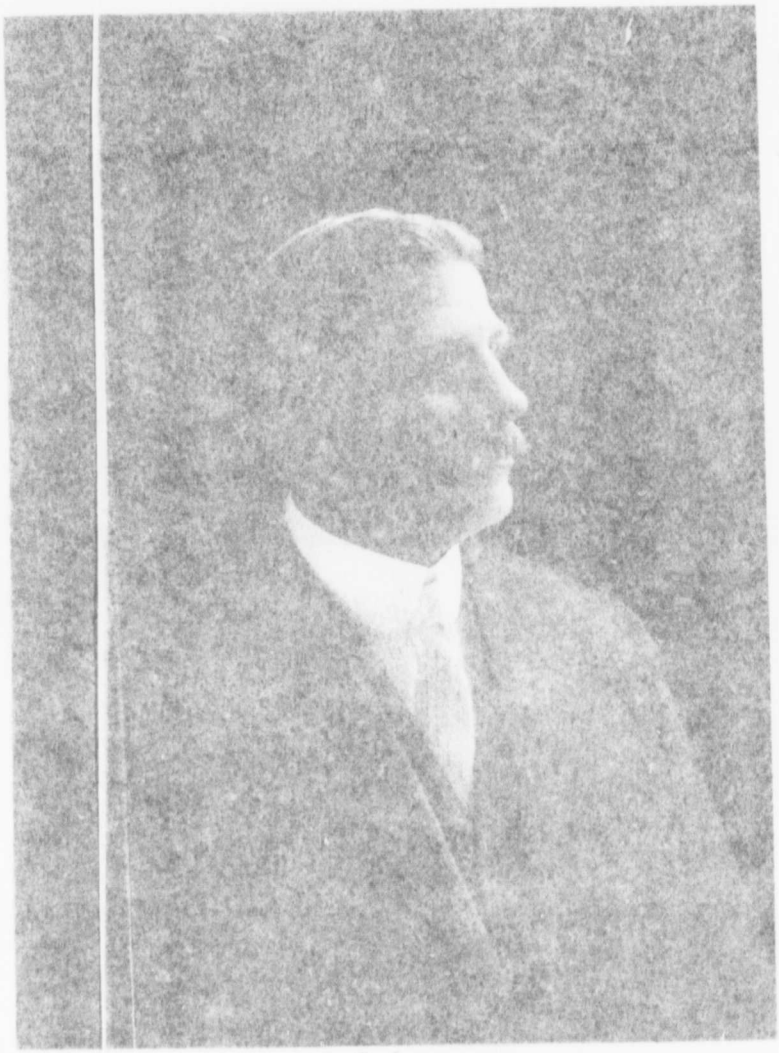
John W. MacFarlane

John Walter Macfarlane

JOHN WALTER MACFARLANE, who has been successfully identified with the lumber business at Vancouver for the past eight years, has large timber holdings both on the mainland and the island and is engaged in buying, selling and surveying all kinds of timber land. His birth occurred in Renfrew, Ontario, in February, 1863, his parents being Duncan and Mary McNabb Macfarlane, the former a native of Scotland and the latter of Ontario. Both have passed away. Duncan Macfarlane came to Ontario from Scotland, settling in Renfrew county, in the spring of 1825, under the later Chief McNabb. There the remainder of his life was spent. He was a prominent lumberman in Ontario for many years and manufactured the first lumber that was ever shipped from Canada to the Liverpool market.

John W. Macfarlane obtained his education in the graded and high schools of his native town and subsequently learned the lumber business under the direction of his father, cruising and operating along that line in Ontario until 1905. In that year he came to Vancouver, British Columbia, and embarked in the lumber business here, having since accumulated extensive timber holdings on both the mainland and the island. He is engaged in buying, selling and surveying all kinds of timber land and does much purchasing for investors, having many clients in the States, Eastern Canada and London. Mr. Macfarlane is likewise the president of the Western Steam & Oil Plant Company, Limited, a concern organized here in 1910 for the purpose of [illegible] and installing oil burning plants for power and heating purposes. The company has been very successful, having placed plants in many new and modern office and apartment buildings.

On the 30th of July, 1905, at North Bay, Ontario, Mr. Macfarlane was united in marriage to Miss Edith Macfarlane, of Niagara Falls, Ontario. They now have two children, Anne Marie and Robert Walter. Fraternally Mr. Macfarlane has been identified with the Masons for more than twenty years, being now a member of Western Gate Lodge, A. F. & A. M. He was a charter member of Sturgeon



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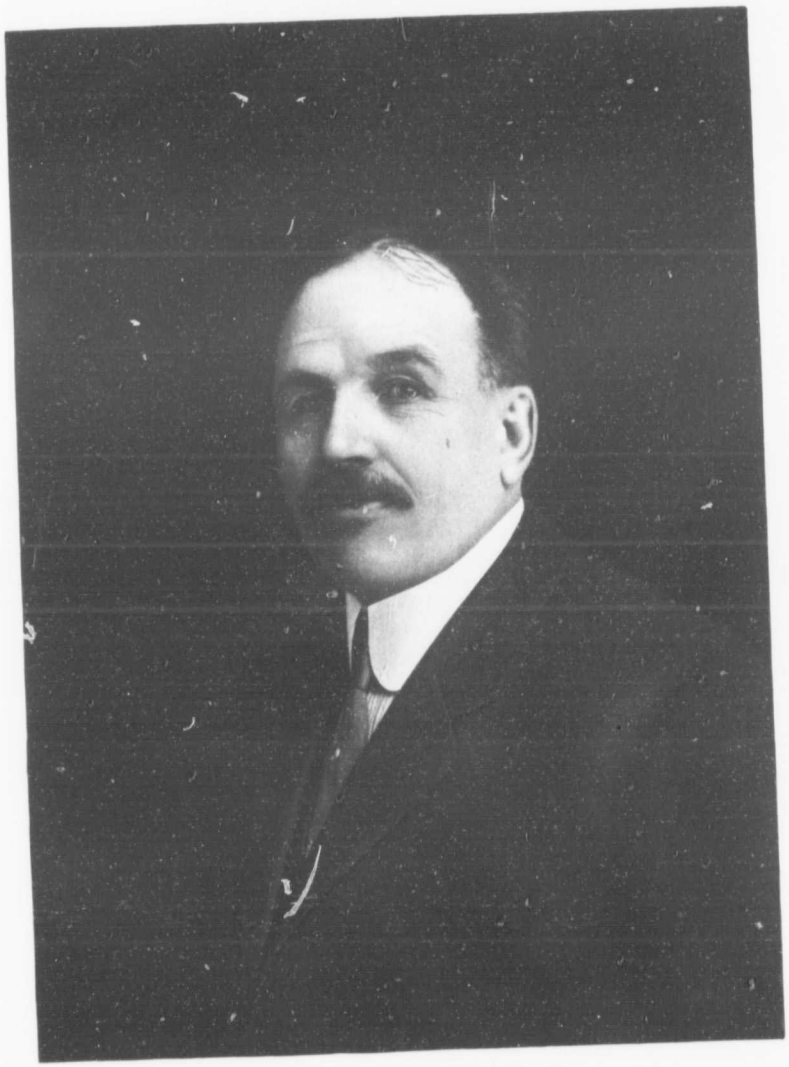
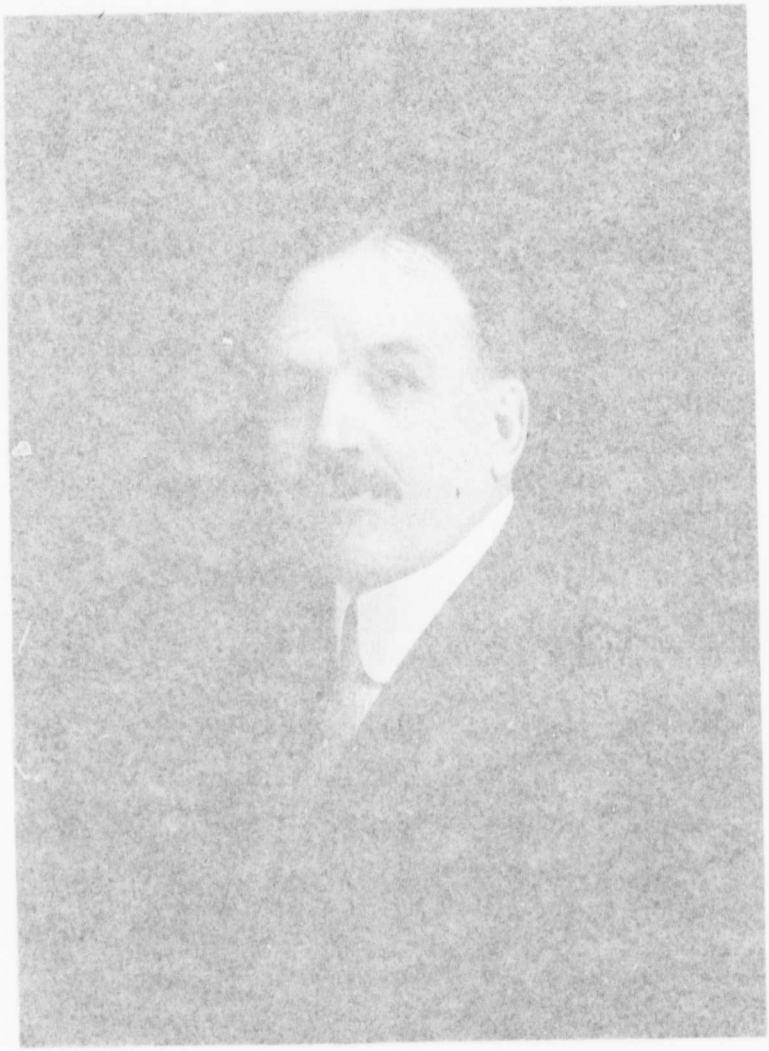
Falls Lodge, No. 447. His religious faith is indicated by his membership in St. John's Presbyterian church. Attractive social qualities render him popular and he has an extensive circle of warm friends in Vancouver.



D. M. Macfarlane



D. M. Macfarlane

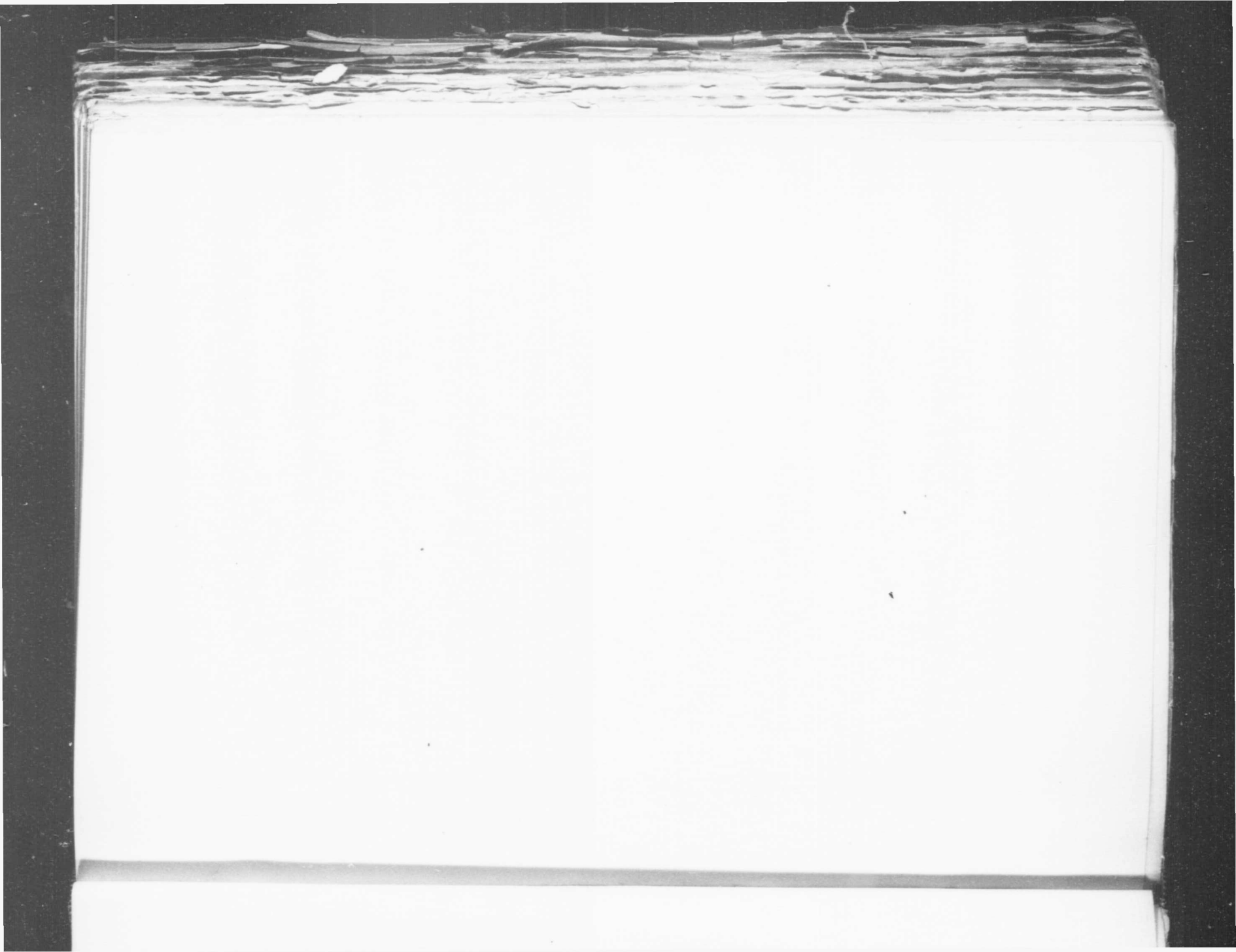
Duncan M. Macfarlane

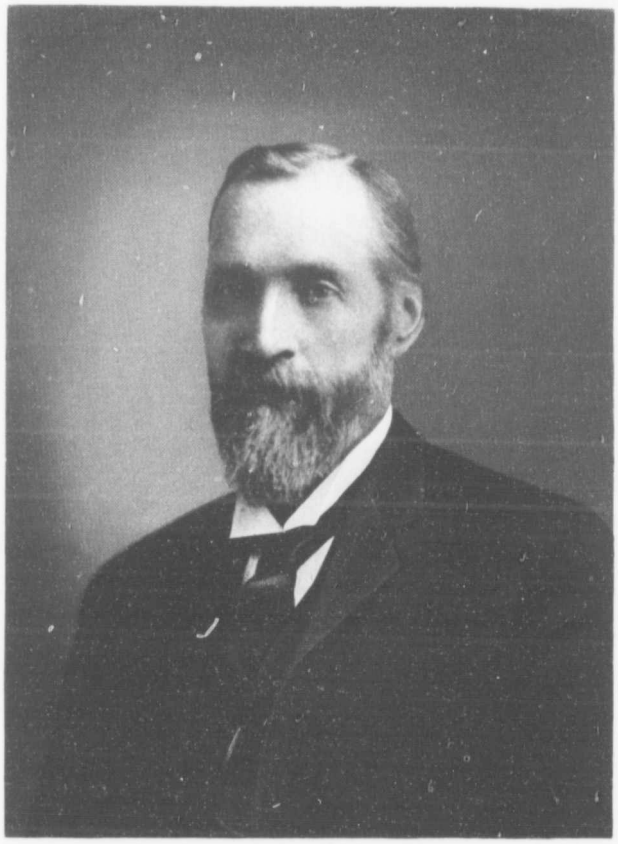
AMONG the men of ability and substantial worth in Vancouver is numbered Duncan M. Macfarlane, who, in association with his brother, controls a large business as a timber broker in this city and owns vast timber tracts on the mainland and the island, their holdings aggregating thirty-three thousand acres. He was born in Renfrew county, Ontario, in 1866, and is a representative of a family which has been known and honored in that locality since pioneer times, his father, Duncan Macfarlane, having received a land grant from the government in 1825. The elder Mr. Macfarlane had nineteen thousand acres of timber land in Bagot township, Renfrew county, on the Madawaska river, and this he held for forty-four years. During that time he cut and manufactured forty-four rafts of square timber, one raft each year and each raft containing from seventy-five to one hundred thousand cubic feet of timber, which he floated down the Madawaska to the point where it empties into the Ottawa at Arnprior and thence to the Quebec market by way of the Ottawa and St. Lawrence rivers. He owned also eight hundred acres of land in Bagot and McNab townships, and this he cultivated for many years, having received it as a government grant in 1825. The land is still in possession of members of his family.

Duncan M. Macfarlane began his independent career as an associate of his father and during the five years which he maintained this connection became thoroughly familiar with the lumber business in principle and detail. He then formed an association with his brother, J. W. Macfarlane, and they turned their attention to lumber contracting on the Sturgeon river, continuing there for about fourteen years, after which, in 1905, they moved their interests to Vancouver, where they have since remained. They have secured a large and representative patronage in recognition of their fair and honorable methods, and their business increased rapidly as their reputation for reliability and integrity became more widely known. The year after their arrival in Vancouver they began buying timber lots on the mainland and the island and they now own thirty-three thousand acres in different parts of the province. They have not cut any of

this as yet, but contemplate erecting a fine mill in the near future. Both are reliable, far-sighted and able men, and their business interests, being carefully and capably conducted, have brought them a gratifying measure of success.

Mr. Macfarlane is married and has two sons, John Lorne and Allan Ross. He attends St. Andrew's Presbyterian church, is connected fraternally with the Sturgeon Falls Lodge, No. 447, A. F. & A. M., and belongs to the Vancouver Commercial Club. His political allegiance is given to the liberal party, to which members of his family have belonged for the past one hundred years. In Vancouver he is recognized as a man of progressive public spirit, interested in the development of the city and anxious to do his part in promoting progress. His business record also deserves commendation, for in this field he has displayed rare aptitude and ability in achieving results, and has at all times employed methods which will bear the closest investigation and scrutiny.

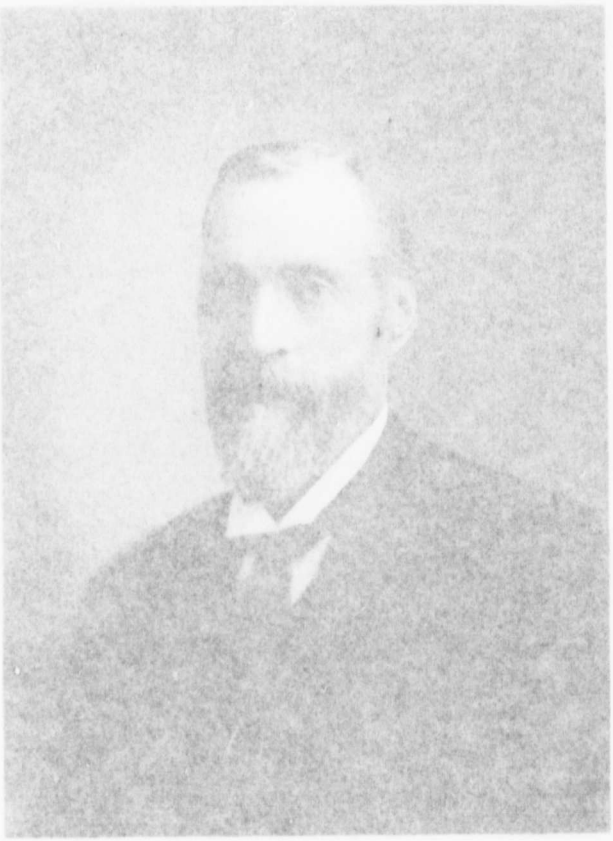




Thomas Kidd

THOMAS KING, who is living retired on his beautiful ranch, comprised of a hundred and eighty acres of Lulu island, near Eburne, in County Down, Province of British Columbia, Canada, is a son of William and Margaret (Kidd) King, who were also natives of the Province, where they passed their entire lives.

The first seventeen years of the life of Thomas King were passed in the parental home in the pastoral rustic characteristic of the sections. His energies were largely devoted to the acquirement of an education until 1863, in which year he laid aside his text-books and started out to make his own way in the world. In common with the majority of youths of his age, he longed to pursue his career in the colonies, where life afforded the varying experiences, unusual happenings and strange adventures that attract and fill the dreams of every enterprising and ambitious lad. His desire was gratified and soon after leaving school in 1863 he took passage for New Zealand on a sailing vessel, spending a hundred days at sea. Some three months after his arrival he enlisted as a private in the Second Company, Third Regiment of Waikato Volunteers, organized to put down the natives, who had started a revolution. He remained in the service until 1866, being discharged with the rank of corporal. Soon thereafter he started for California, where he took up his residence in 1867. For a time he engaged in ranching in Mendocino county, but he subsequently abandoned this activity and turned his attention to logging, which he followed in that county for several years. Later with a party of four friends he traveled down the coast and across the state to Lake county, where he remained until 1874. In January of that year he returned to San Francisco and took passage for British Columbia, arriving at Victoria on the 11th of February. A few days later he went to New Westminster, and there he formed the acquaintance of a Mr. Brighouse. With this gentleman and a Mr. Scratch he came to Lulu island, where he worked for them for a while, but in the summer he filed on a hundred and sixty acres of land and began farming for himself. This tract forms the principal part of his present valuable



Thomas Kidd

Thomas Kidd

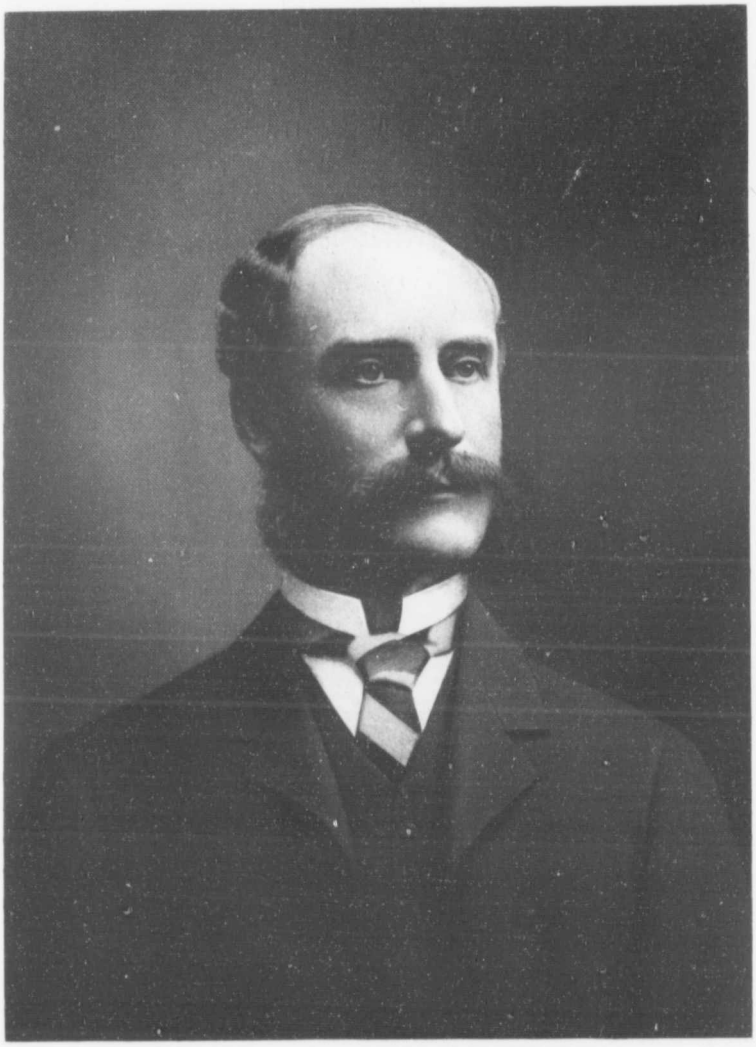
THOMAS KIDD, who is now living retired on his beautiful ranch, comprised of a hundred and eighty acres of Lulu island's fertile land, was born in County Down, Ireland, on the 25d of February, 1846. He is a son of William and Margaret (Garrett) Kidd, who were also natives of the Emerald isle, where they passed their entire lives.

The first seventeen years in the life of Thomas Kidd were passed in the parental home in the unvaried routine characteristic of rural sections. His energies were largely devoted to the acquirement of an education until 1863, in which year he laid aside his text-books and started out to make his own way in the world. In common with the majority of youths of his age, he longed to pursue his career in the colonies, where life afforded the varying experiences, unusual happenings and strange adventures that attract and fill the dreams of every enterprising and ambitious lad. His desire was gratified and soon after leaving school in 1863 he took passage for New Zealand on a sailing vessel, spending a hundred days at sea. Some three months after his arrival he enlisted as a private in the Second Company, Third Regiment of Waikato Volunteers, organized to put down the natives, who had started a revolution. He remained in the service until 1866, being discharged with the rank of corporal. Soon thereafter he started for California, where he took up his residence in 1867. For a time he engaged in ranching in Mendocino county, but he subsequently abandoned this activity and turned his attention to logging, which he followed in that county for several years. Later with a party of four friends he traveled down the coast and across the state to Inyo county, where he remained until 1874. In January of that year he returned to San Francisco and took passage for British Columbia, arriving at Victoria on the 11th of February. A few days later he went to New Westminster, and there he formed the acquaintance of a Mr. Brighouse. With this gentleman and a Mr. Scratchly he came to Lulu island, where he worked for them for a while, but in the summer he filed on a hundred and sixty acres of land and began farming for himself. This tract forms the principal part of his present valuable

ranch, the boundaries of which he later extended by the purchase of twenty acres, and here he has ever since made his home. His early experiences were very similar in every respect to those of other pioneers of Lulu island. He encountered innumerable obstacles and hardships, but he possesses the tenacity of purpose and perseverance which invariably lead to the goal and zealously applied himself to the achievement of his ambition. His energies were devoted to general farming and stock-raising, both of which proved profitable under his capable management, and today he is the owner of one of the attractive and most valuable farms in this section. As his circumstances permitted he replaced the crude structures first erected on his land with more pretentious buildings, and from time to time added various other improvements. Here he is passing his latter days in well earned ease, surrounded with every comfort and enjoying an annual income from his farm which far more than supplies the needs of himself and family.

In September, 1883, Mr. Kidd was married to Miss Letitia Smith, a daughter of Peter and Myra Smith, the event occurring at Ladner, and to them have been born six children. In order of birth they are as follows: Agnes, the wife of G. H. Harris; Margaret and Gertrude, both of whom are at home; a daughter and son, who died in infancy; and Joseph W., who was drowned when he was twenty-two years of age.

In his earlier years Mr. Kidd figured prominently in municipal politics, being one of the leaders of his party during the pioneer period. He was numbered among the progressive and enterprising citizens of the municipality and gave efficient service in the council of Richmond, of which body he was a member for several years. In 1894, the year the Westminster electoral district was divided into four ridings, he was elected to the provincial parliament, where he served until 1902. In his political principles Mr. Kidd is a liberal, but at local elections he votes for the man he deems best qualified to give the people efficient service. Probably no one in the community is more familiar with the early events which helped to shape the destiny of the northwest than Mr. Kidd, as for practically forty years he has been in close touch with the affairs of the district, much of that period having been spent in the public service in various capacities.



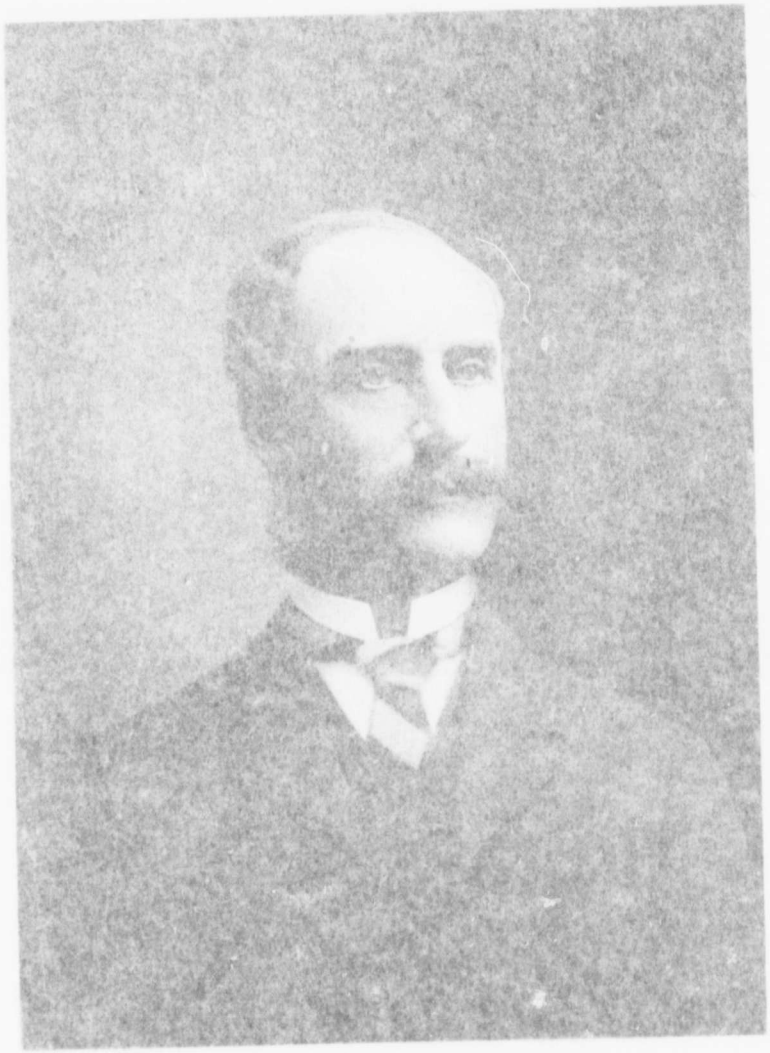
J. D. Pemberton

Joseph Despard Pemberton

NO HISTORY of British Columbia would be complete or satisfactory without prominent reference to the late Joseph Despard Pemberton, so important was the part which he played in the development of this province and the country. His name is written large in the annals for the work which he accomplished made known to the world in considerable measure the possibilities, resources and opportunities of the Pacific coast region. After his connection with the preliminary surveys he aided in the later material development of the country and also in shaping its political history.

He was born in Dublin, Ireland, in 1821, a son of Joseph Pemberton and a grandson of the Rt. Hon. Joseph Pemberton, of Clontarf, Dublin, and Lord Mayor of the city in 1806. Joseph Despard Pemberton was educated at Trinity College in Dublin, where he was a pupil of Mr. Hemans, M. I. C. E., M. R. I. A. Obtaining expert knowledge of the profession in which he wished to engage his ability brought him into important relations. He was assistant engineer of the Waterford, Southern & Western Railway and was assistant engineer to Sir John McNeil, LL. D., F. R. S., M. I. C. E. and M. R. I. A. Subsequently Mr. Pemberton became engineer for the Exeter and Crediton Railway and was also engineer of a part of the East London Railway. He made the design for the Crystal Palace at Sydenham, for which he was awarded a bronze medal. His high standing in his profession and the recognition of his ability are further shown by the fact that he was professor of engineering and surveying in the Royal Agricultural College at Cirencester, serving in that capacity for two years, resigning to join the survey of the Hudson's Bay Company in British Columbia as colonial engineer and surveyor.

Mr. Pemberton left England early in 1862 and reached Victoria by way of the Panama route. He accepted there a position as engineer of the Panama Railroad, which was then being built. The trip which he made from the Atlantic to the Pacific was at that time a very perilous and fatiguing one. No railway had been built across the isthmus and travel was in open boats up the Chagres river, exposed to heat and malaria at all times. Mr. Pemberton con-



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Mr. Pemberton left England early in 1851 and started for the Pacific coast by way of the Panama route. He stopped for a time to become engineer of the Panama Railroad, which was then being built. The trip which he made from the old world to the new was at that time a very perilous and fatiguing one. No railway had been built across the isthmus and travel was in open boats up the Chagres river, exposed to heat and malaria at all times. Mr. Pemberton con-

tracted the fever and almost lost his life but at length succeeded in dispelling the fever through the procedure of jumping from shipboard into the salt water. At length he reached Victoria in safety and on his arrival quarters were assigned him in the old fort. He lost no time in getting to work, being fully determined to explore the country, which was then almost absolutely unknown. He made a somewhat hazardous trip to Cowichan Lake in 1852, being the first white man to make that district, his observations made along the journey proving in later years invaluable to the early settlers.

In 1853 Mr. Pemberton went to examine the coal fields reported at Saanich, traveling in a canoe with five French Canadian voyageurs as a crew, but on reaching his destination he discovered the deposit to be only lignite. The party found it necessary to make a hurried departure, owing to the excitable Pen-al-ahut Indians under Chief Mook-Mook-Tan, who gave chase and fired their guns at the party, but the Indians were soon outdistanced by the white men. The old chief later became one of Mr. Pemberton's most faithful friends and servants.

From 1853 until 1855 Mr. Pemberton was engaged upon the trigonometrical survey of the island from Sooke to Nanaimo, the result of which work was published in 1855 by John Arrowsmith of London. This work was one of great difficulty and hardship and was attended at all times with considerable danger. The stations were often treetops from which the angles were taken. The difficulty of transportation, too, was another great hindrance, the territory being virgin with no roads across it. The bush and rocks made it a most formidable undertaking, but with his undaunted energy and natural love of duty Mr. Pemberton finally accomplished what he undertook. In 1857 the same coast line was surveyed by Captain G. H. Richards, later Admiral Sir G. H. Richards, and a comparison of the two surveys shows only a difference of fifty feet in one hundred miles, a fact decidedly complimentary to Mr. Pemberton when one takes into consideration the great difficulties under which he labored. In 1852 Mr. Pemberton, associated with J. N. McKay, of the Indian department, examined the coal measures of Nanaimo, out of which sections were made, and a report of the work and the surrounding country was sent to London. The result of this report was that in the following year a number of miners with machinery and necessary supplies were dispatched to the field to open and work the mines with Mr. McKay as manager. Mr. Pemberton was also one of the first white men to cross Vancouver island. In 1857 he was the leader of an expedition to ascertain whether gold existed on the island and, accompanied by Cap-

tain Gooch and a party of seven, he traced the Cowichan river to its source; traversed the island and reached Nitinat on the shores of the Pacific after many adventures and hardships. In 1860 his book on British Columbia and Vancouver island was published by Longman and proved of great assistance to intending settlers. In 1859 he occupied the position of surveyor general of British Columbia under appointment of Queen Victoria, and the commission is signed by her personally. He served until the end of 1864, when he resigned. While hurrying along Esquimalt road on government business Mr. Pemberton met with a serious accident, being thrown from his horse, and the effects of the fall he felt throughout the remainder of his life. It was due to this accident that he resigned his position as surveyor general.

In addition to the important work already mentioned it should be said that Mr. Pemberton designed and erected the Race Rocks and Fisgard lighthouses and as surveyor general he laid out and constructed the first roads in the city and county. He was a member of the commission to consider the question of the improvement of Victoria harbor and when the house voted money for dredging the spit he went to England and purchased the machinery for a dredge and tug. Both the dredge and tug were built after he had resigned his position as surveyor general but his ideas and plans were carried out by his successor. Mr. Pemberton also gave evidence of his genial public spirit when he designed, surveyed, constructed and presented to the government the present Oak Bay avenue extending through Gonzales, Mr. Pemberton's estate, which at that time comprised twelve hundred acres. This is but one instance of his many public benefactions.

From 1856 until 1859 Mr. Pemberton was a member of the first legislative assembly of Vancouver island. He was a member of the executive council of the island and surveyor general from September, 1859, to October, 1864, when he resigned. He was a member of the legislative council of Vancouver island from April, 1864, to October of that year. After the union of Vancouver island and British Columbia he was a member of the legislative council of British Columbia, representing Victoria district during the session of 1867 and 1868. He surveyed the town of Victoria as first mapped out and had the first roads in the city and district constructed. His general knowledge, gained from his exploration of the island, in addition to his ready ability to cope with any and all emergencies, made him a most valuable official and one upon whom all reliability could be placed. A man of accurate knowledge of local conditions, he could always be

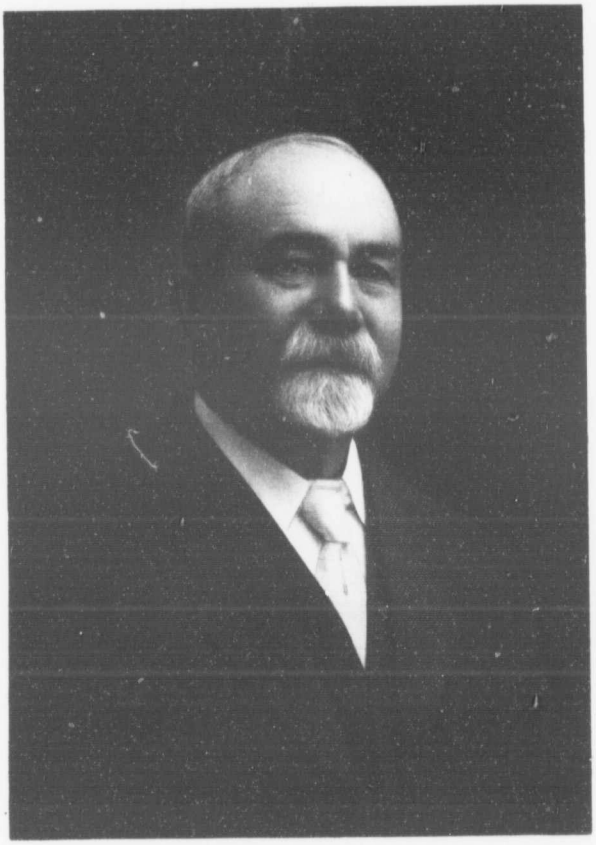
depended upon for a ready solution of any perplexing question. He was also a man of quick decision and seldom erred in his judgment.

In 1858 Mr. Pemberton had laid out the town of Derby, the then proposed capital of British Columbia, and now a part of Victoria. He had previously taken up twelve hundred acres of land, built thereon a fine residence and made other improvements. This is now retained by the family. The residence is surrounded by most beautiful grounds and occupies a splendid location overlooking the Pacific ocean. It is a fine type of old English country home and is indeed beautiful. It was to this home that Mr. Pemberton retired to lead the quiet life of a country gentleman, only to emerge at the call of duty. Passionately fond of horses, he had great ability in training them and was a bold and judicious horseman. He also became an extensive breeder of shorthorn cattle as well as Clydesdale horses and was the pioneer in both lines in his part of the province. The value of his work in introducing high-grade stock at that time is beyond computation. His contribution to the material progress of the province in this direction alone would seem to warrant a place for him in the history of British Columbia.

In 1864 Mr. Pemberton married Miss Theresa Jane Despard Grautoff, a native of England but of German lineage. They became the parents of six children, all natives of Victoria, namely: Frederick Bernard, who is mentioned at length on another page of this work; Joseph D., of Victoria, a surveyor and member of the firm of Pemberton & Son; W. P. D., of Victoria; Ada G., the wife of H. R. Beaven; Sophia Theresa, the wife of Canon Beanlands, for twenty-five years rector of Christ's church, Victoria; and Susan Harriett, the wife of William Curbis Sampson, of Victoria. In 1887 Mr. Pemberton with his son Frederick founded the firm of Pemberton & Son.

Throughout his life Mr. Pemberton was known as a friend and champion of the cause of education, evidence of this being found in the fact that he built the first schoolhouse in Victoria. His death occurred very suddenly, November 11, 1893, and his funeral was attended by the executive council in a body as well as by the mayor and board of aldermen and all the professional and business men of the city. His demise caused general grief and regret and his passing has been a distinct loss to British Columbia and his beloved Victoria. Many expressions of sorrow and condolence were received by the family from all parts of Canada and high ecomiums were pronounced upon him by the press. He possessed a cheery, sunshiny nature, always inclined to optimism rather than pessimism. In fact he was

polished, gallant and courteous under all circumstances—a fine type of the Irish gentleman of the old school. His public spirit found expression after his death in the terms of his will whereby Pemberton Gymnasium was erected and presented to the city. Another of his benefactions was the operating theatre of the Jubilee Hospital. His interest in religion was a part of his life work for he was always a firm supporter and member of the Anglican church and was responsible for the erection of Christ's church. Notwithstanding his life was an intensely active and busy one he ever found opportunity to aid in the development of British Columbia and his part in the early exploration, growth and improvement of the province was a most important one. Too great credit cannot be given him for his influence on the social and material development of the northwest. He is survived by his widow and their family, Mrs. Pemberton now occupying the beautiful estate Gonzales, where she spends her days amid lovely surroundings, enjoying excellent health and taking a keen interest in all movements that have for their object the betterment of the social and moral conditions of the people.

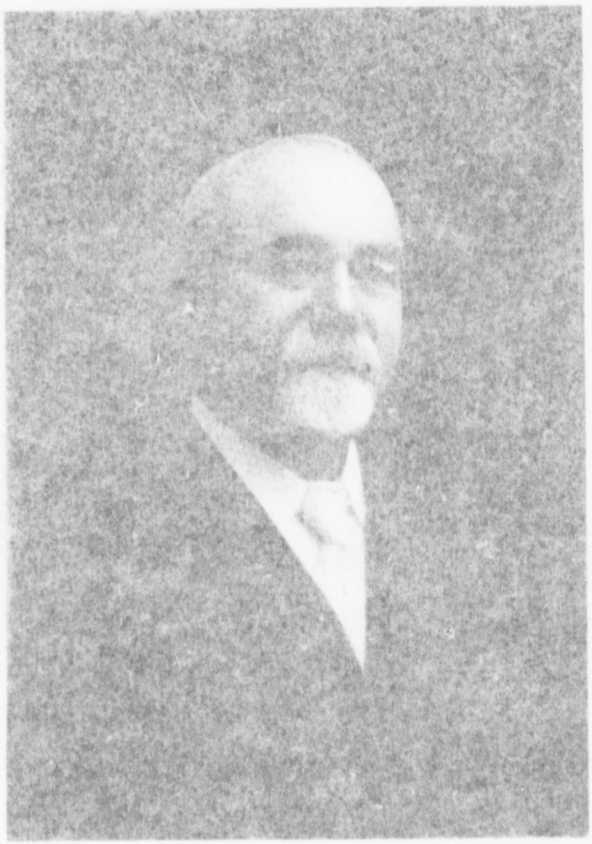


T. J. Trapp

Thomas John Trapp

THE life record of Thomas John Trapp rivals in interest and romantic adventure any story from Jack London's pen, for he was closely connected with the pioneer history of the Canadian northwest, participating in struggles and hardships unknown to the present generation, passing through Indian outbreaks, and enduring privations and even hunger. He has become today one of the foremost merchants of New Westminster as the principal owner and the founder of the firm of T. J. Trapp & Company, Ltd., and a dominant factor in the business life of the city. His is, indeed, a remarkable record, for he took the step from day laborer to one of the most substantial men of a flourishing city, breasting all obstacles until he has reached the top. The man who became this dominant factor in the development of British Columbia was born in Waltham Abbey, in the county of Essex, England, on June 4, 1842, a son of Thomas Trapp, who was a forest ranger for Sir Heribwald Wake and surveyor for the town of Waltham Abbey. In his religious convictions the father was a Baptist. He died in his sixty-seventh year and subsequently his widow, Elizabeth (Guy) Trapp, came to British Columbia, making New Westminster her home until the time of her demise, her death occurring at the age of seventy-seven years.

Thomas J. Trapp was reared and educated in his native town and began his career as a clerk in a grocery store, becoming subsequently a commercial salesman for a wholesale manufacturing house in London. In 1872 he came to Canada, locating in St. Thomas, Ontario, beginning life in the new world at the bottom of the ladder. He began as day laborer, with pick and shovel, in the construction of the Canada Southern Railroad, and also worked in a general store in Buckston, Kent county, Ontario. His clear judgment, however, pointed to the west as the land of opportunities and on April 23, 1873, he arrived in Victoria and soon thereafter came to New Westminster. He packed his blankets over the trail to Burrard Inlet and then to Hastings Sawmill. After spending two weeks without securing employment he found a position at loading a ship with spars,



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receiving three dollars per day and bunking with the sailors. After this task was completed he again returned to New Westminster and later to Victoria. He was subsequently employed at Spring Ridge at digging a ditch and cutting cordwood at a dollar and twenty-five cents per cord for dry wood and one dollar for green wood. While there he walked to church and Sunday school every Sunday, the distance being nine miles, this little incident permitting a glimpse of the true Christian spirit that permeates his being. Later on he was employed in the dry-goods store of A. B. Gray, receiving as compensation forty dollars per month, which, however, soon was raised to seventy-five dollars. In the spring of 1874 he joined the rush to the Cassiar gold fields, but not meeting the desired success, he returned and engaged in the stock business at Nicola and at Kamloops. While there he was employed to take charge of a pack train with supplies for the surveyors engaged in locating the route of the Canadian Pacific, who were then on Yellowhead Pass. Arriving at the Athabasca depot, he found that the surveying party had left for the east, letters of instructions being left on the eastern slopes. The Athabasca depot was established by the Moberly party. The supplies were then stored at this point and the cattle and horses taken on to the Bow river, where they were wintered. At the Hardesty river H. A. F. McLeod, who had charge of the eastern division, was met and made arrangements with Mr. Trapp to take charge of the Athabasca depot with the supplies. Mr. Trapp then returned with Michael O'Keefe to that point, where they remained until the following September or nearly a year. During the winter the Indians and half-breeds ran short of ammunition and starvation was threatened among them as a consequence, so Mr. Trapp volunteered to cross the mountains, one hundred miles to the nearest supply station, the Tête Jaune Cache, and bring back the needed ammunition. He began his perilous journey on January 2, 1876, with two half-breeds and two dogs, the snow being six feet deep and the cold and hardships encountered almost beyond endurance of man. When within twenty miles of their destination the snow was softened by a thaw to such an extent that traveling became practically impossible and they were forced to camp, death staring them in the face. They were in a most precarious position and for part of the day and during all the night the two half-breeds prayed for colder weather and set up as a propitiatory sacrifice two rabbits fashioned out of the softening snow. Mr. Trapp does not claim that these rites had anything to do with the result, but colder weather returned the next morning and with it they traveled on the top of the frozen snow,

finally arriving at the Tête Jaune Cache at eight o'clock in the evening. There they secured their supply of ammunition, passing several days at the cache in order to recuperate and then began the return journey, which was successfully accomplished. Mr. Trapp remained at Athabasca depot until September, when Marcus Smith, a civil engineer, and party arrived and he returned to Kamloops. In the winter of 1879 the Indian outbreaks occurred in which the sheriff, John Usher, and a sheep herder by the name of Kelly were killed and John McLeod was wounded. The Indians terrorized the entire countryside and also came to Mr. Trapp's place, but while they ransacked his cabin and took his firearms, they left him unharmed, although Kelly was killed but two and a half miles further along the road. The Indians were surrounded and captured at Douglas lake and subsequently four of them were hung, Mr. Trapp being called as witness against them. During this winter he lost most of his live stock on account of the severity of the weather and this decided him to give up ranching and to engage in business in New Westminster.

The style of the firm with which he became connected was R. W. Dean & Company on its organization, Mr. Trapp and his brother Samuel constituting the company. Later the Trapp brothers bought out the interests of the others and conducted successfully a general mercantile business for several years, which, however, gradually developed into the present wholesale and retail hardware firm of T. J. Trapp & Company, one of the most important business corporations in New Westminster. In 1912-13 Mr. Trapp built one of the handsomest and most substantial business structures in this city to house his extensive enterprise, which will stand for many years as a monument to his ability and his incessant efforts and energy. The influence of his activities upon the commercial expansion of New Westminster needs no further illustration, as it is evidenced by the foremost position his business occupies among the commercial institutions of British Columbia. He was one of twelve men who built the New Westminster Southern Railroad, of which he has been secretary since its inception. The corporation never received a dollar from the government and is the only road ever built in the Dominion without a subsidy. It is now a part of the Great Northern system. He has likewise been president of the Westminster Trust since its organization, became secretary of the Board of Trade at its inception and for three years was its president. He was likewise one of the committee of three that established the city market at New Westminster.

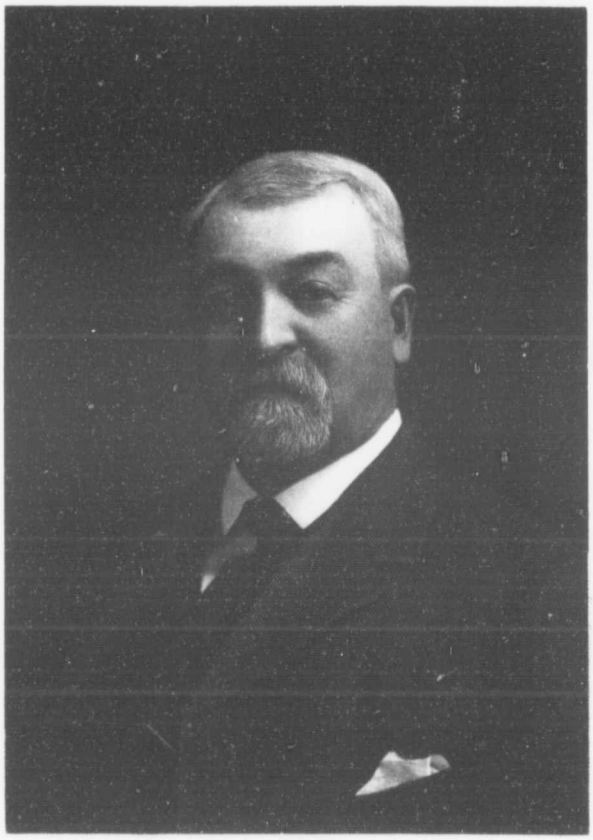
In 1886 Mr. Trapp was united in marriage to Miss Nellie K. Dockrill, a native of Canada and a daughter of Joseph Dockrill. To

this union were born eight children: Edith Kathleen, Thomas Dockrill, Stanley Valentine, Ethelyn, Juanita, George, Donovan and Dorothy. The family are devoted members of the Presbyterian church, taking an active and helpful part in the work of that organization, to which Mr. Trapp gives his material and moral support. He is also interested in other activities looking to the uplifting of the community, is president of the Young Men's Christian Association and gave the lot on which the association building was erected.

For the past twenty-three years Mr. Trapp has been an active member of the Royal Agricultural & Industrial Society of British Columbia, being president of the board for twenty years. On retiring from the presidency Mr. Trapp was presented with the following address: "We, the officers and executive of the Royal Agricultural Society cannot permit the occasion of your retirement from the presidency to pass without expressing our sincere regret that the burden of years together with the claims of other interests make you feel the necessity of retiring from that position. During the twenty years you have been president, there have been great changes in the agricultural, industrial and commercial life of the province. Our city has greatly increased its population and importance, and our society has thrown off its swaddling clothes of infancy and now occupies a place among the foremost of such institutions on this continent. In this development both in the society, the city and the province you have been a most important factor. The strong, firm hand with which you have guided its affairs, your executive gifts, your advocacy of progressive motive, your willingness to sacrifice personal interests for the general welfare, have placed the society in the enviable position it occupies today. Your business ability, integrity and zeal, together with your public spirit and unselfish devotion to the best interests of the city, have materially aided in its advancement and your constant advocacy and efforts to secure good roads, improved stock, better methods of land cultivation and good seeds have done much in the development of the agricultural life of this province. Few have filled so commanding a position for so many years with so much credit to themselves and so much satisfaction to those associated with them. We have admired the sterling qualities of your manhood—a sturdy sample of the men of the west—your genial spirit and gentlemanly bearing that has made all of our work with you so pleasant and the perfect abandon with which you gave yourself to every enterprise with which you were connected. We congratulate you on the splendid work well done, the large place it is still your good fortune to fill in the industrial and commercial

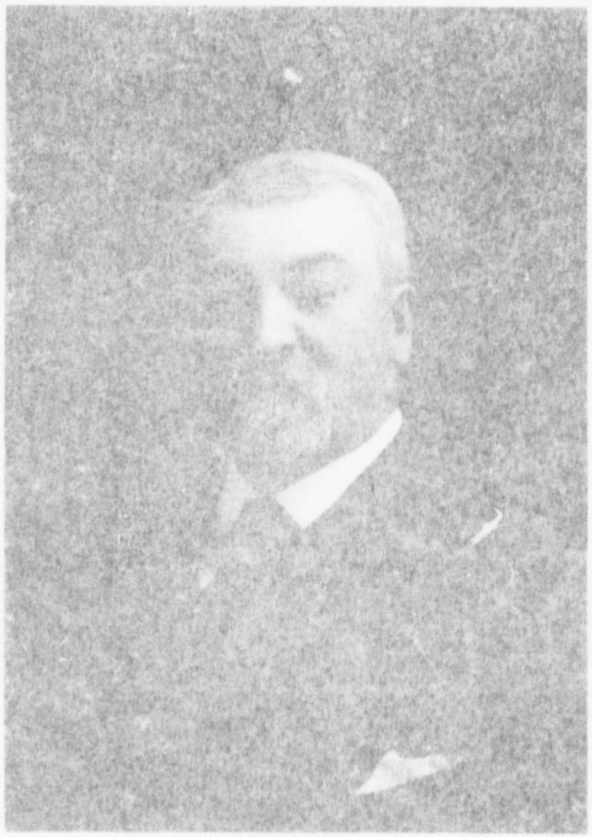
life of our city and the honorable place you hold in the esteem and affection of your fellow citizens. We ask you to accept this embossed address and combination traveling bag as a slight token of our appreciation and good-will coupled with the earnest hope that you and Mrs. Trapp, who has nobly assisted you in your work, may have every enjoyment that life affords and that, though retiring from the presidency, we may continue to have the benefit of your experience and counsel." In all the public offices which he has filled Mr. Trapp has never received a dollar for his services save as secretary of the New Westminster Southern Railroad. He is actuated in all that he does by a public-spirited devotion to the general good and his labors have been far-reaching and beneficial in effect.

Fraternally Mr. Trapp is affiliated with the Ancient Order of United Workmen and the Woodmen of the World. A business man of the modern type, shrewd, able, progressive and straightforward, careful of his own interests and considerate of those of others, he has been influenced at all times by the thought of the broader effect which his work has upon the growth of his community and has always taken laudable interest in all worthy projects undertaken for the cause of advancement. The history of his career is a tale which in its struggles and its final accomplishments should serve as a spur and inspiration to those who follow him. The lesson does not lie in the fact that he has built up one of the most promising business enterprises in the city or that he has become wealthy, for it is not his tangible attainments which inspire, although they are important, but the fact that against obstacles and adversity he has struggled to success, developing those qualities which have made that success possible and which excite the admiration of all who know him.



S Fingley

Stephen Tingley

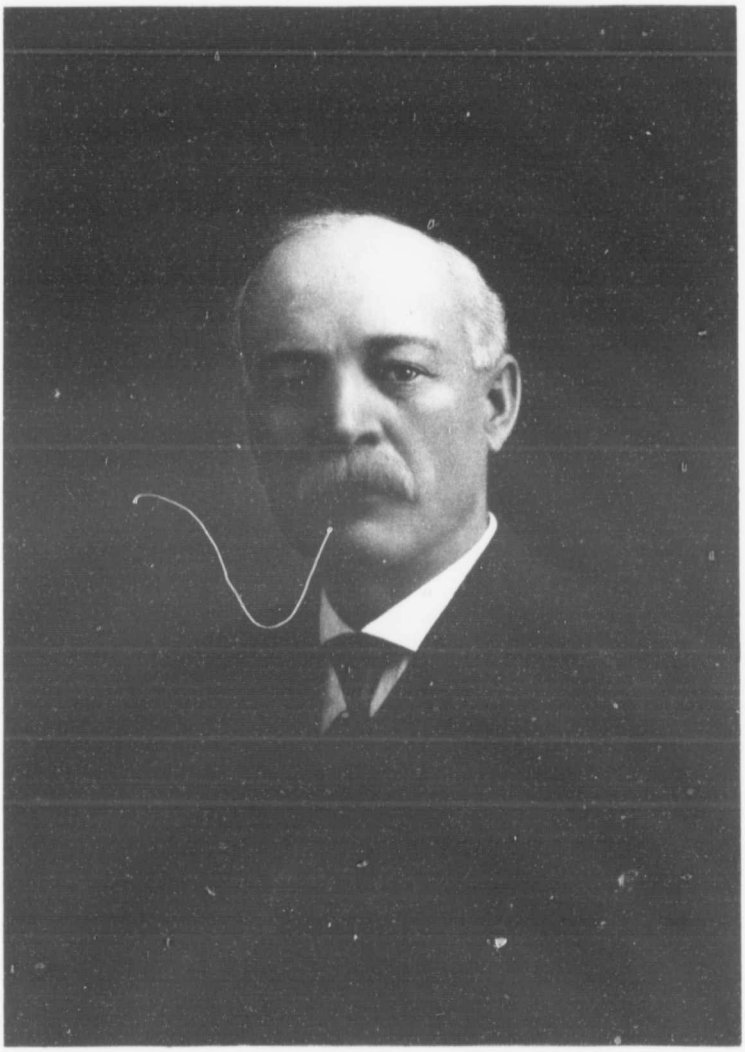


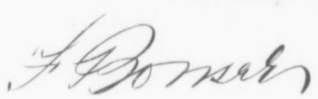
J. Fingley

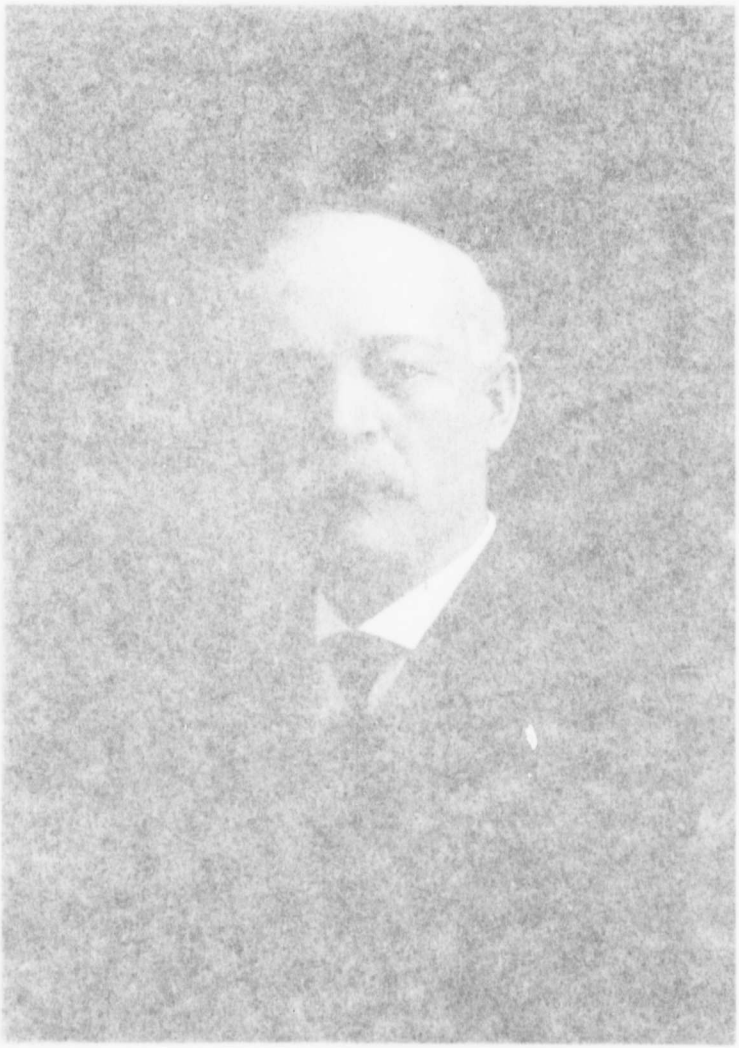
Stephen Tingley

AMONG the most notable of the pioneer residents of Yale is numbered Stephen Tingley, living retired after thirty years of close identification with the business interests of the community. He was born at Fort Cumberland, New Brunswick, September 13, 1839, and is a son of Caleb and Deborah Tingley. His education was acquired in the public schools of his native city and he remained at home until he was nineteen years of age, in which year he started for California, journeying by way of the isthmus of Panama to San Francisco and locating in the Golden State in 1858, before the construction of an overland railroad. In 1861 he removed to Yale and began prospecting and mining but engaged in it only a short time, later going to the Cariboo. He was obliged to walk the entire distance of over six hundred miles from Esquimalt to the Cariboo, his difficulties being augmented by the weight of one hundred pounds of provisions which he carried. He mined for two seasons and afterward joined F. J. Barnard in the operation of the first mail coach between Fort Yale and Richfield. He started in this business in 1864 and later purchased his partner's interest, conducting the enterprise alone for over thirty years, after which he sold out and retired, making his home in Ashcroft. As a business man he has been conspicuous among his associates not only for his success but for his probity and fairness and his honorable methods.

Mr. Tingley has been twice married. By his first union he had two sons, Clarence and Fred, both of whom live in Vancouver. In 1877 he married Miss Pauline Lewmeister, of Victoria, and they have two daughters: Mrs. Vincent, of Calgary, Alberta; and Mrs. E. G. Thompson, of New Westminster. Fraternally Mr. Tingley is affiliated with the Masonic order. He is numbered among the real pioneers in this section of the country and has witnessed its entire growth, expansion and development. He can remember clearly when the evidences of pioneer life were many and he has seen them replaced by those of advanced civilization. In this work he has borne an honorable and important part and his active life has left a distinct impress upon local history.







Francis Bowser

IN 1907 Francis Bowser moved from Vancouver into the suburb of Kerrisdale and in the midst of what was then practically a virgin forest, built a magnificent home. It is surrounded by a wide and level lawn beautified with flowers and trees and the place constitutes one of the most attractive residences in the beautiful suburb which has grown up around it. All of these things represent the fruits of a long, active and honorable career, closely identified with business and public interests of Vancouver, where Mr. Bowser has resided since 1888 and where he has become known as a moving force in everything relating to the city's political, social and material advancement. Although he is living retired he is still active in community affairs and his wealth and influence are always used in behalf of public progress.

Mr. Bowser was born in Kingston, now Rexton, New Brunswick, September 13, 1858, and is a son of William and Margaret (Gordon) Bowser, the former a son of John Bowser, a native of England, who emigrated to New Brunswick and there became very prominent, serving as a judge for a number of years. His son, William Bowser, was born in New Brunswick, and after reaching manhood engaged in mercantile pursuits at Kingston. He married Miss Margaret Gordon, of Scotch lineage, and they became the parents of eight children, two of whom are now residents of British Columbia. These are: Francis, the subject of this review; and William J., LL. B., K. C., who is serving as attorney general of the province. A more extended mention of his career will be found elsewhere in this work.

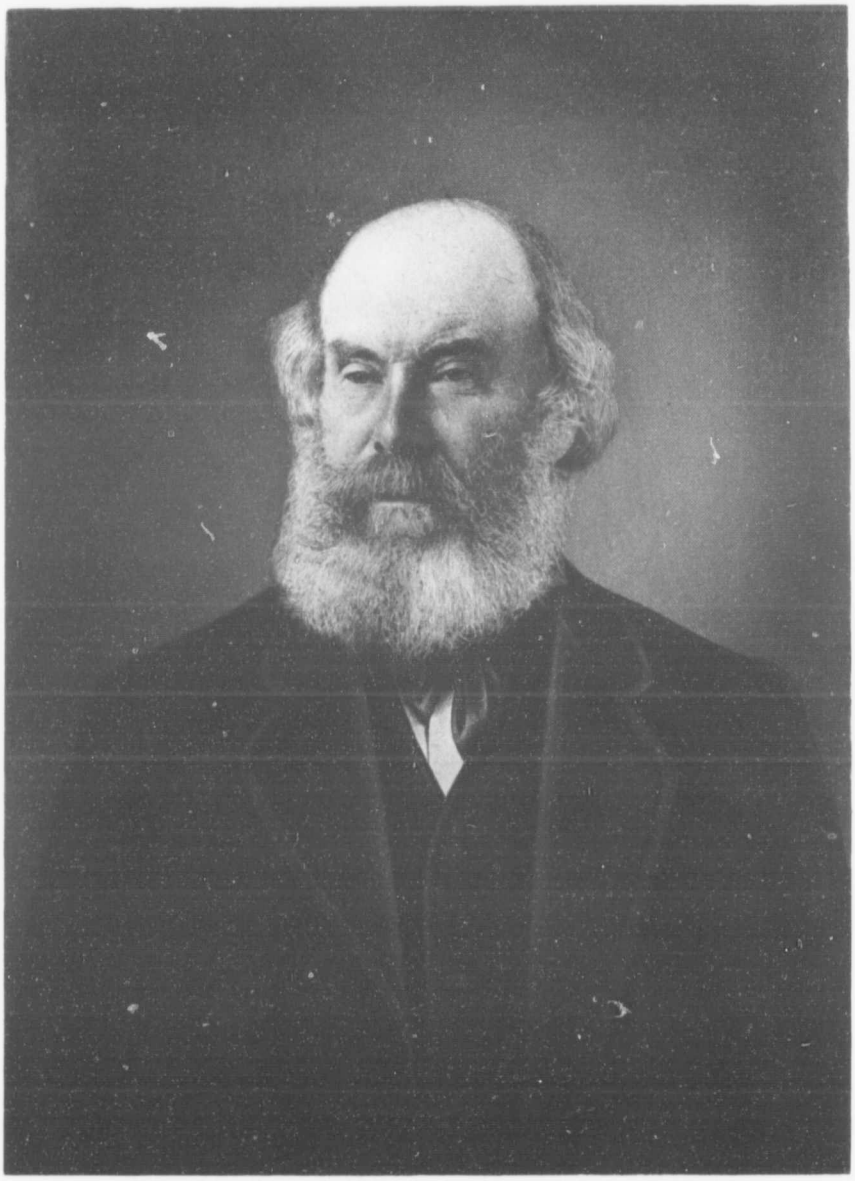
Francis Bowser acquired his education in the public schools of his native province and as a boy of seventeen went to sea, sailing out of Liverpool, England, for about five years thereafter. Concluding, however, that a seafaring life offered him no opportunity for advancement, he went to the United States in 1880 and was variously employed in Bay City, Michigan, Milwaukee, Wisconsin, and other cities until 1881, when he moved to Canada, settling in Brandon, Manitoba. After one year he moved to Moose Jaw, Saskatchewan, and there turned his attention to the general merchandise business, Moose Jaw being

at that time the western terminal of the Canadian Pacific Railroad. As the road pushed farther west business conditions there became less favorable and Mr. Bowser disposed of his mercantile enterprise and in the summer of 1883 came to British Columbia, settling in Victoria and becoming engaged on the construction work of the Canadian Pacific Railroad in the Yale district. For some time afterward he held this position and then entered the freight department of construction, having his offices at Port Hammond, British Columbia. There he remained until 1885, when the work called for by the Onderdonk contracts was completed. This consisted of the laying of one hundred and twenty-eight miles of track on the main line from Emory's Bar to Savona and when it was finished Mr. Bowser returned to Victoria, where he was employed by the Canadian Pacific Navigation Company for some time. In 1888 he came to what is now Vancouver and is numbered therefore among the early arrivals in the city. He entered the Dominion customs service as clerk in the office of the landing waiter and in 1889 became chief landing waiter, holding that position until 1908, a period of about twenty years, during which his capable, prompt and conscientious performance of his duties won him general recognition as a public-spirited official and a far-sighted and resourceful business man. During all of this time Mr. Bowser made various investments in Vancouver property and acquired extensive and valuable real-estate interests, winning a comfortable competency upon which he retired from active life in 1908. Some time before he had removed from Vancouver to Kerrisdale, Point Grey, and here acquired a large acreage upon which he built a home. At that time the region was practically virgin forest and the magnificence of his residence seemed out of place in these primitive surroundings but there gradually grew up around it other homes and Kerrisdale justifies his faith in its future by becoming a most beautiful suburb.

On the 8th of August, 1885, Mr. Bowser was united in marriage to Miss Julia Jessie Sinclair, a daughter of William Sinclair, a retired Hudson's Bay Company official, of whom further mention is made elsewhere in this work. Mr. and Mrs. Bowser have five children, Frances Maud, William James, Margaret Kittson, Janet Baxter and Frank Copely.

In the quarter of a century during which Mr. Bowser has lived in Vancouver no movement of a progressive public nature has been formulated which has not received his hearty indorsement and enthusiastic support. Essentially public-spirited and progressive, he is prominent in all matters pertaining to growth and advancement and was active in formation of the municipality of Point Grey in 1908, serving

as reeve from 1910 to 1911. He is at present a member of the Burrard Peninsular Sewerage Commission and chairman of the board. He is a thirty-second degree Mason, a member of Acacia Lodge, No. 22, A. F. & A. M., and has held all the chairs and is past grand master of the jurisdiction for British Columbia. He was a moving spirit in the building of the Masonic Temple in Vancouver and is now a director and treasurer of the Vancouver Masonic Temple Building Company. He attends the Presbyterian church of Kerrisdale, to which he gave two lots upon which the church edifice is built, and he is a regular attendant at divine service. He has seen Vancouver develop from a small town to its present prosperous condition and has been a factor in the work of its progress. A man of exemplary character, he holds the respect and confidence of all who know him and, having won for himself an honorable position in business, social and political circles, is now enjoying the rest and retirement which reward earnest and well directed labor.



William Fraser Tolmie

William Fraser Tolmie, L. F. P. S. G.

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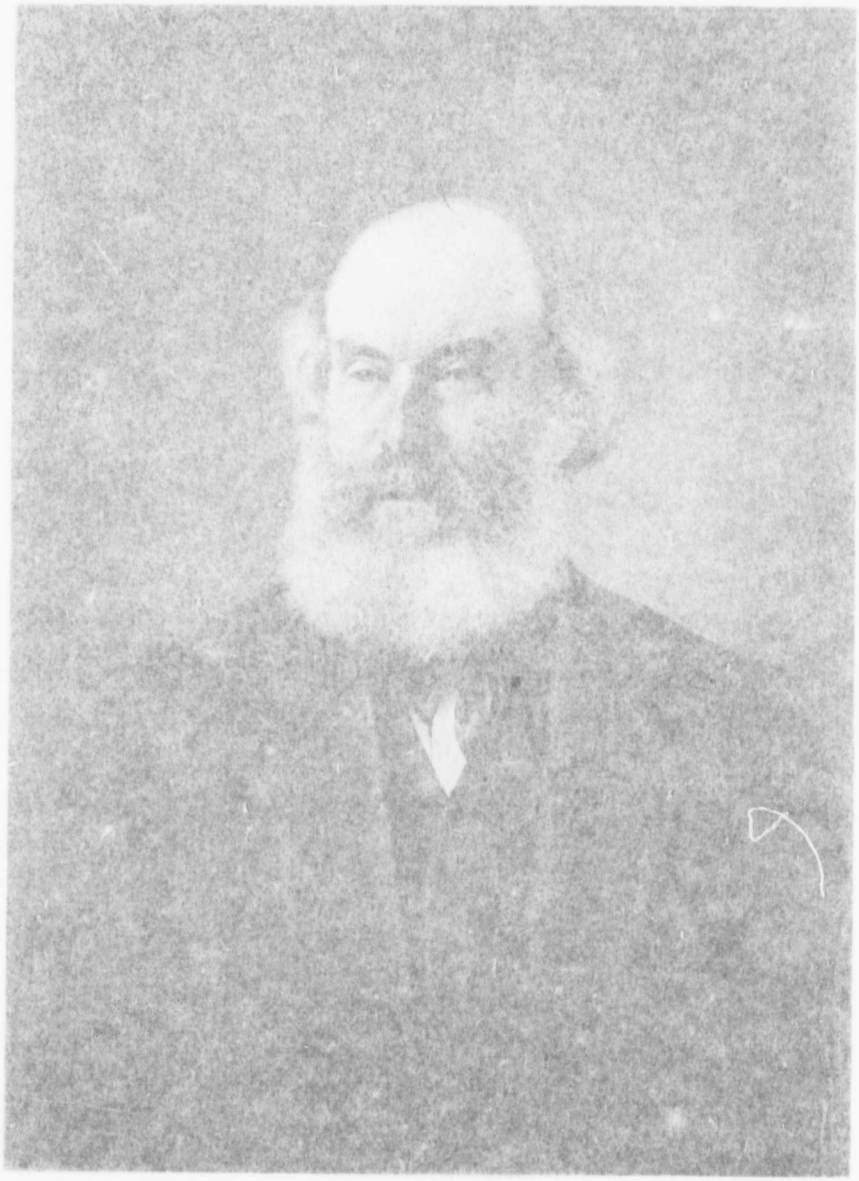


William Fraser Tolmie

William Fraser Tolmie, L. F. P. S. G.

ALTHOUGH more than a quarter of a century has passed since Dr. William Fraser Tolmie was called to his final rest, he is still remembered by the older residents of British Columbia as one of its most esteemed and prominent citizens. Eight decades ago, in 1833, he first came to Fort Vancouver, Washington, as a surgeon in the service of the Hudson's Bay Company and throughout the remainder of his life continued an active factor in the work of progress and development here. During the later years of his life he was prominently identified with agricultural pursuits, owning a valuable farm of eleven hundred acres. He was likewise well known as an ethnologist and historian and possessed an intimate knowledge of Indian affairs.

Dr. Tolmie was born in Inverness, Scotland, on the 3d day of February, 1812. He acquired his education in Glasgow, Scotland, being graduated from Glasgow University in 1832, in which year he crossed the Atlantic to America as a surgeon in the service of the Hudson's Bay Company. He came to Fort Vancouver on the Columbia, a sailing vessel, by way of Cape Horn, stopping at Honolulu and the Sandwich islands, arriving at the Fort in 1833. In his younger days, he was greatly interested in botany and natural history, and he discovered many new plants and birds on this coast, some of which were named in his honor. In 1833, while on a botanizing trip, accompanied by two or three Indians, he made the first attempt of any white man to scale Mt. Rainier, Washington, but owing to his holiday coming to an end, he was unable to get to the summit. A peak of this mountain is now called Tolmie Peak in his honor. In 1834 he was a member of an expedition along the northwest coast as far as the Russian boundary, now Alaska, establishing trading posts at various points for the Hudson's Bay Company and at this time also choosing the site for Fort Simpson. About 1835 he was the first white man to draw attention to the fact that coal was to be found on this coast somewhere in the north.

In 1836 Dr. Tolmie returned to Fort Vancouver in the capacity of surgeon. In 1841 he visited his native land, returned to Canada

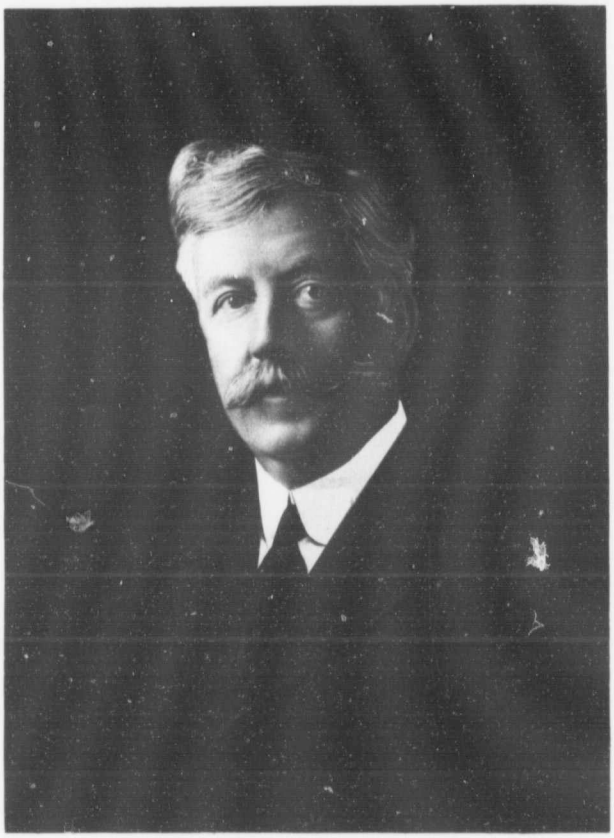
the following year and making the overland journey by way of Fort Garry and other Hudson's Bay Company posts. Upon arriving at Fort Vancouver, he was placed in charge of the Hudson's Bay Company posts on Puget Sound, with headquarters at Fort Nisqually, which is now about sixteen miles from Tacoma, Washington. He took a very prominent part in the Indian war of 1855 and 1856, and as he was quite familiar with a number of Indian languages, it was through his efforts and knowledge that peace followed and the red men were pacified. In 1855 he was made chief factor of the Hudson's Bay Company at Fort Nisqually, and after the company gave up their possessory rights to American soil, he removed to Victoria in 1859 and continued in its service, building at this time the first stone house erected in British Columbia and which is now occupied by his descendants.

Dr. Tolmie remained in the service of the Hudson's Bay Company and also as agent of the Puget Sound Company until 1870, when he retired to his farm of eleven hundred acres, which he had purchased several years previously. He was very active in agricultural affairs and did much to raise the standard and grade of cattle and horses by importing thoroughbred stock. Dr. Tolmie also gained recognition as an ethnologist and historian, contributing valuable treatises and articles on the history and languages of the west coast natives. He gave the vocabularies of a number of tribes to Dr. Scouler and George Gibbs and these have been published in contributions to American Ethnology. In 1884 he collaborated with Dr. G. M. Dawson in the publication of a nearly complete series of short vocabularies of the principal languages spoken in British Columbia. Today the works of Dr. Tolmie stand as authority in the history of the northwest and this province. All through his life he was ever ready to contribute from his extensive store of knowledge to anyone to whom it would be useful, and, being at all times public-spirited and progressive, his opinions were highly valued. He remained intimate with Indian affairs until the time of his demise, which occurred on the 8th of December, 1886, when he had reached the age of seventy-four years.

In 1850 Dr. Tolmie was united in marriage to Miss Jane Work, the eldest daughter of John Work, then chief factor of the Hudson's Bay Company at Victoria. Mrs. Tolmie, who passed away on the 23d of June, 1880, became the mother of seven sons and five daughters as follows: Alexander John, who is now deceased; William Fraser, who resides in Victoria; John Work, born in 1854, who is likewise a resident of Victoria; James; Henry Work; Roderick

Finlayson; May Fraser; Jane Work; Anne Fraser, deceased; Margaret Cecilia, who has also passed away; Dr. Simon Fraser; and Josette Catharine. All of the surviving children are residents of Victoria.

Dr. Tolmie was a member of the local legislature for two terms, representing the Victoria district until 1878. The cause of public instruction always found in him a stanch supporter and ardent champion and for many years he served as a member of the board of education. He held many positions of trust and responsibility and was everywhere recognized as a valued and respected citizen. Generous and kind-hearted, he is still remembered for his many acts of quiet charity and for his loyalty in friendship. His memory remains as a blessed benediction to all who knew him and his name will gain added luster as the years go by.

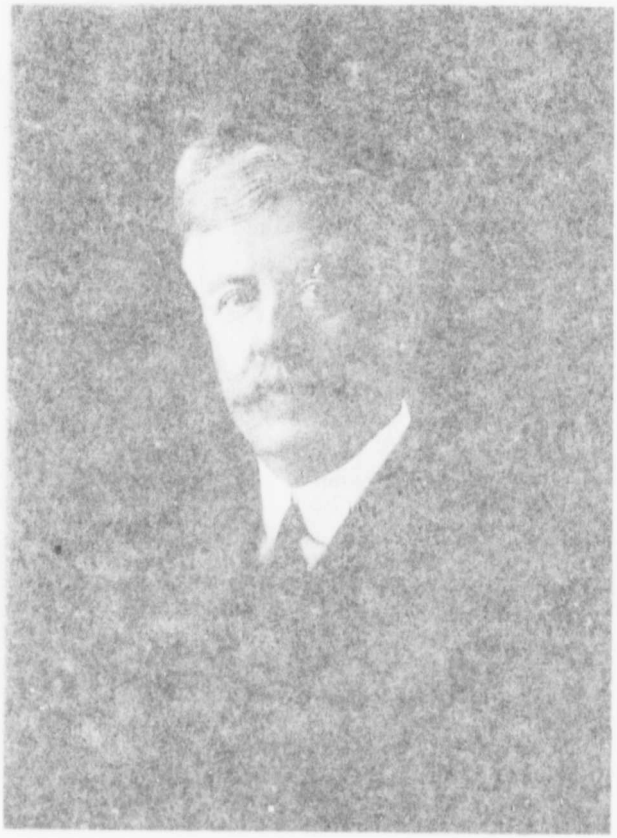


D. H. Curtis

David S. Curtis

DAVID S. CURTIS, one of the foremost and most influential citizens of New Westminster, has been continuously and successfully engaged in business as a druggist of the city for more than three decades and is today the proprietor of the oldest drug store on the mainland in British Columbia. His birth occurred in Cleveland, Ohio, on the 1st of January, 1856, his parents being Samuel and Jane (Goodhue) Curtis, both of whom were natives of England, the former born in Devonshire and the latter in Kent. They were married in that country and came to Canada about 1848, locating in the county of Elgin. Samuel Curtis was engaged in business as a merchant of St. Thomas and passed away in the county of Elgin about 1868, having resided there continuously since coming from England with the exception of a brief period spent in Cleveland, Ohio. His widow, who came to British Columbia in 1878, married a second time, becoming the wife of Dr. L. R. McInnis. Her demise occurred in the spring of 1901.

David S. Curtis was reared under the parental roof, receiving his education in the public schools of Ontario. Subsequently he became connected with the drug business in Dresden, Ontario. In 1874 he came to British Columbia, locating in New Westminster, and entered the service of James Cunningham, a general merchant. At the end of three years in that gentleman's employ he took up the study of medicine with his stepfather, who was at that time medical officer for the Vancouver Coal Company and stationed at Nanaimo. At the end of a year, however, he abandoned his reading and returned to the employ of James Cunningham, with whom he remained until 1880. In that year, in association with Dr. Selina Clarke, he established himself in the drug business under the firm name of D. S. Curtis & Company, the partnership existing for two years. On the expiration of that period Dr. Clarke removed to Kamloops and Mr. Curtis became sole proprietor of the establishment, which he has conducted successfully to the present time. It is today the oldest drug store on the mainland in British Columbia, and as its owner Mr. Curtis has won a gratifying and well merited measure of prosperity. His splendid



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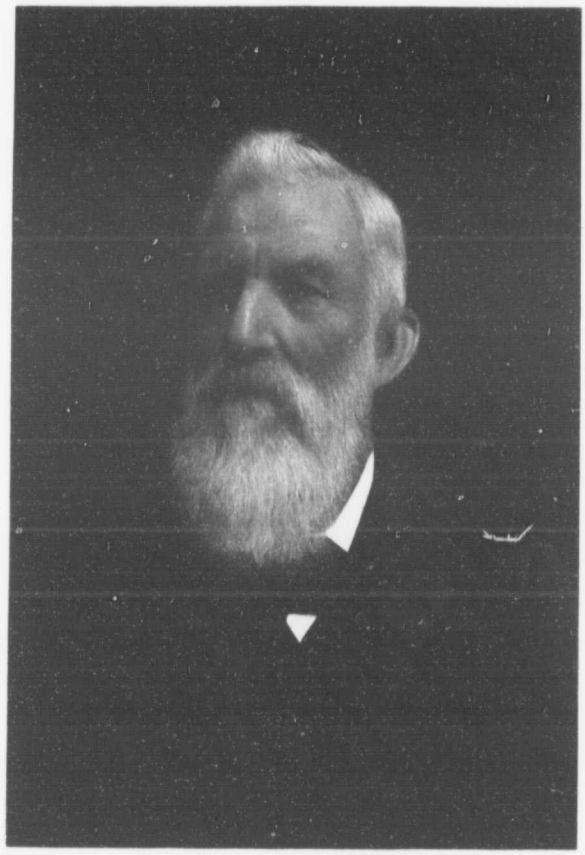
executive ability and sound business judgment have been recognized to such an extent that his aid and cooperation have been sought in the control and management of various other interests. He is the president of the Surrey Nurseries, a shareholder in the Western Paper Mills, is a stockholder in the Pacific Coast Fire Insurance Company, and acts as chairman of the board of managers of Columbia College and a governor of Ryerson College of Vancouver. On the Board of Trade he has been a prominent figure, now serving as chairman of its imperial home reunion committee, chairman of its market and produce committee, chairman of its legislative committee and as a member of its council. He has likewise held the important offices of president and secretary-treasurer of the Board of Trade, president of the British Columbia Pharmaceutical Association, president of the Retail Merchants' Association and president of the Young Men's Christian Association. He is a director of the Tranquille Sanatorium for Consumptives and of the Royal Agricultural & Industrial Society.

In 1886 Mr. Curtis was united in marriage to Miss Harriet Cunningham, her father being John Cunningham, a prominent contractor of Kingston, Ontario. Unto them have been born six children, three sons and three daughters, as follows: Alice Muriel, who is the wife of Dr. J. G. Davidson, of Vancouver; Arthur G., who is engaged in the lumber business in the state of Washington; Leslie W., who is engaged in the hardware business at New Westminster; Edith M., at home; Florence G., a student in the Columbian College; and George E., who attends the Westminster high school.

In political circles and public life Mr. Curtis is also well known and active. He did able work as a member of the board of aldermen for ten years and then, in 1893, was chosen mayor, giving his city a progressive and businesslike administration. He has likewise served in the capacity of school trustee and the cause of education has ever found in him a stanch friend. He was formerly president of the New Westminster District and the New Westminster City Conservative Association and is ex-vice president of the Provincial Conservative Association. Every movement for the development and advancement of the city receives his active support and cooperation, and his public-spirited citizenship has often been manifested when he has sacrificed his own interests in order to aid and encourage projects instituted for the general welfare. He is the secretary, treasurer and trustee of the Methodist church at New Westminster, holds the office of vice president of the British Columbia branch of the Canadian Bible Society and acts as president of the local branch of the Canadian Bible Society. Fraternally he is identified with Royal City

Lodge, No. 3, I. O. O. F., and the Woodmen of the World, being consul commander of the latter order. He likewise belongs to the Royal Templars. Mr. Curtis is always courteous, kindly and affable and those who know him personally have for him warm regard. In his life are the elements of greatness because of the use he has made of his talents and his opportunities, because his thoughts are not self-centered, but are given to the mastery of life problems and the fulfillment of his duty as a man in his relations to his fellowmen and as a citizen in his relations to his city, province and country.

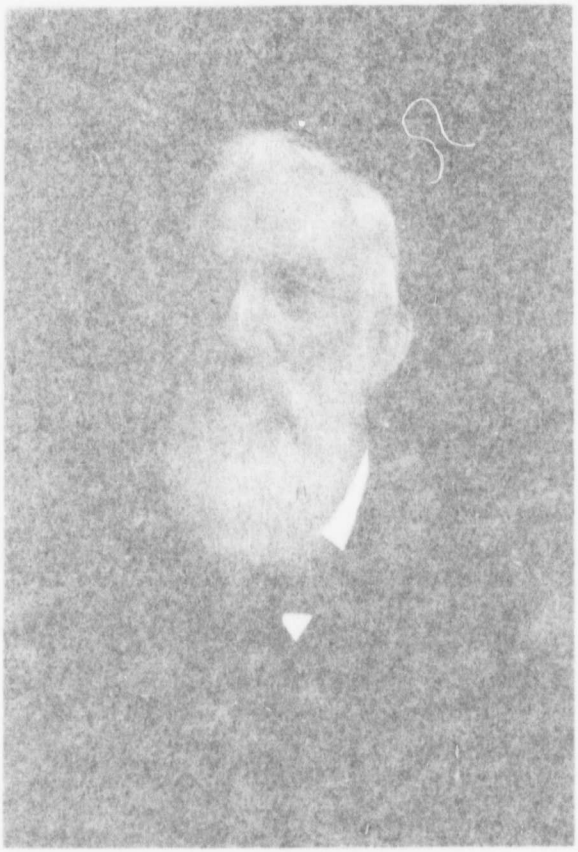


William Seaver

William Teague

WILLIAM TEAGUE, mining expert, farmer and successful miner, now living retired at Yale, was born at St. Day, Cornwall, England, on the 10th of July, 1840, a son of William and Mary (Uren) Teague. He acquired his education in the public schools and studied until he was fifteen years of age, but subsequently left England to [illegible] America, traveling to California around the isthmus of Panama. He was three months in making the journey and was nineteen years and three months of age when he reached the gold fields of the western United States. He mined and prospected for three years at Chip's Flat and Monte Christo near Downieville, Sierra county, and then, at the time of the general excitement over the gold discoveries on the Fraser river, came to British Columbia on the steamer Oregon, which sailed from San Francisco, July 5, 1858. En route with three other steamers for Victoria—the Cortez, Orizaba and Golden Age—the Oregon made the trip in four and a half days and was the first steamer landed direct at Victoria from San Francisco. She had fifteen hundred passengers on board. He paid for his passage two weeks before the steamer sailed and while waiting was obliged to sleep on the floor of the hotel—the What Cheer House, one of the leading hotels of the city at that time. From Victoria he pushed on to Hope and then to Cornish Bar and mined and prospected there and in the vicinity of Yale until April, 1864. In that year he staked claims in the Cariboo country, walking a distance of six hundred miles to locate them, and these he developed until 1873, when he was appointed provincial government agent of records at Yale. He held that office for twelve years, discharging his duties ably, carefully and conscientiously, and upon leaving the position resumed mining and continued in that occupation until he retired. He is today enjoying in ease and comfort the rewards of his long life of activity and toil and he well deserves his rest and freedom from business cares.

In 1871 Mr. Teague was united in marriage to Miss Alice Michell, of St. Day, Cornwall, England, and they became the parents of



William Seagle

William Teague

WILLIAM TEAGUE, formerly a well known and successful miner, now living retired in Yale, was born at St. Day, in Cornwall, England, on the 27th of July, 1835, a son of Josiah and Michel (Cundy-Pentreath) Teague. He acquired his education in the public schools and studied until he was twelve years of age, but subsequently left England in 1855 and came to America, traveling to California around the isthmus of Panama. He was three months in making the journey and was nineteen years and three months of age when he reached the gold fields of the western United States. He mined and prospected for three years at Chip's Flat and Monte Christo near Downieville, Sierra county, and then, at the time of the general excitement over the gold discoveries on the Fraser river, came to British Columbia on the steamer Oregon, which sailed from San Francisco, July 5, 1858. En route with three other steamers for Victoria—the Cortez, Orizaba and Golden Age—the Oregon made the trip in four and a half days and was the first steamer landed direct at Victoria from San Francisco. She had fifteen hundred passengers on board. He paid for his passage two weeks before the steamer sailed and while waiting was obliged to sleep on the floor of the hotel—the What Cheer House, one of the leading hotels of the city at that time. From Victoria he pushed on to Hope and then to Cornish Bar and mined and prospected there and in the vicinity of Yale until April, 1864. In that year he staked claims in the Cariboo country, walking a distance of six hundred miles to locate them, and these he developed until 1873, when he was appointed provincial government agent of revenue at Yale. He held that office for twelve years, discharging his duties ably, carefully and conscientiously, and upon leaving the position resumed mining and continued in that occupation until he retired. He is today enjoying in ease and comfort the rewards of his long life of activity and toil and he well deserves his rest and freedom from business cares.

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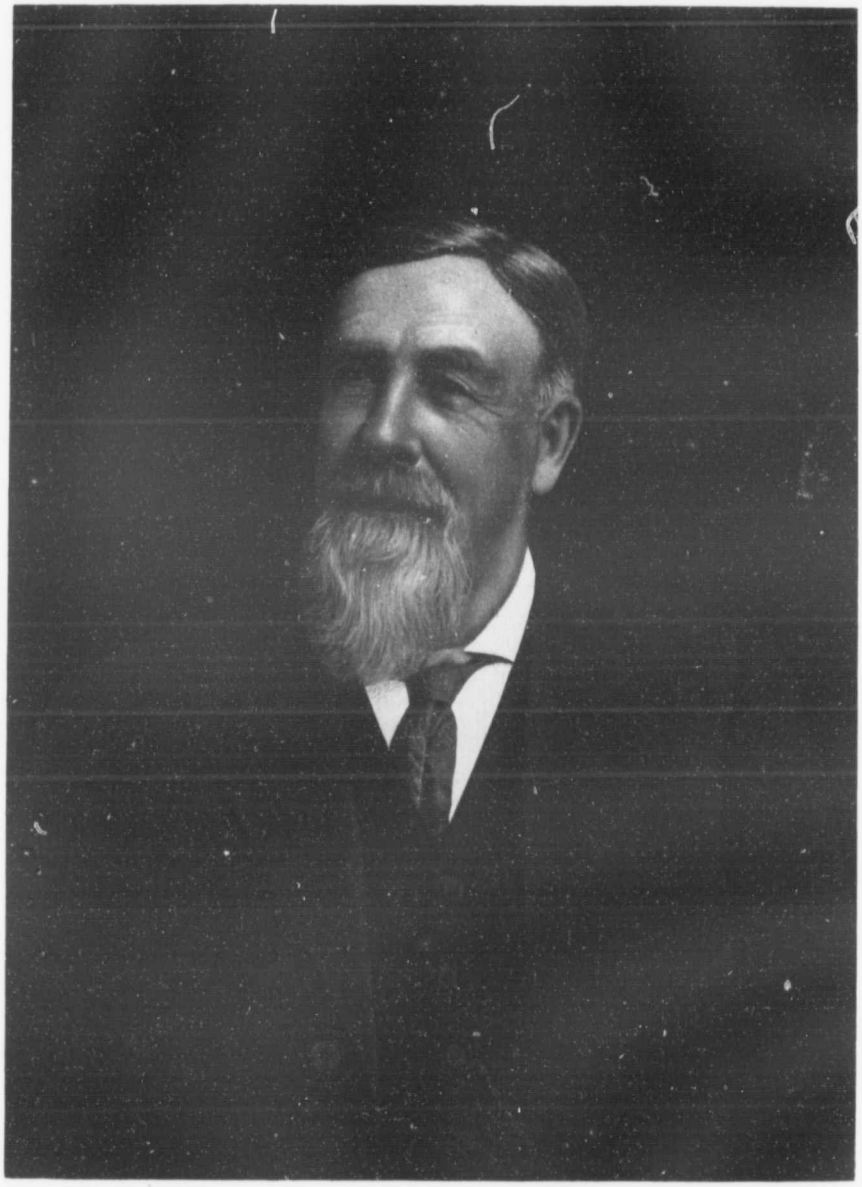
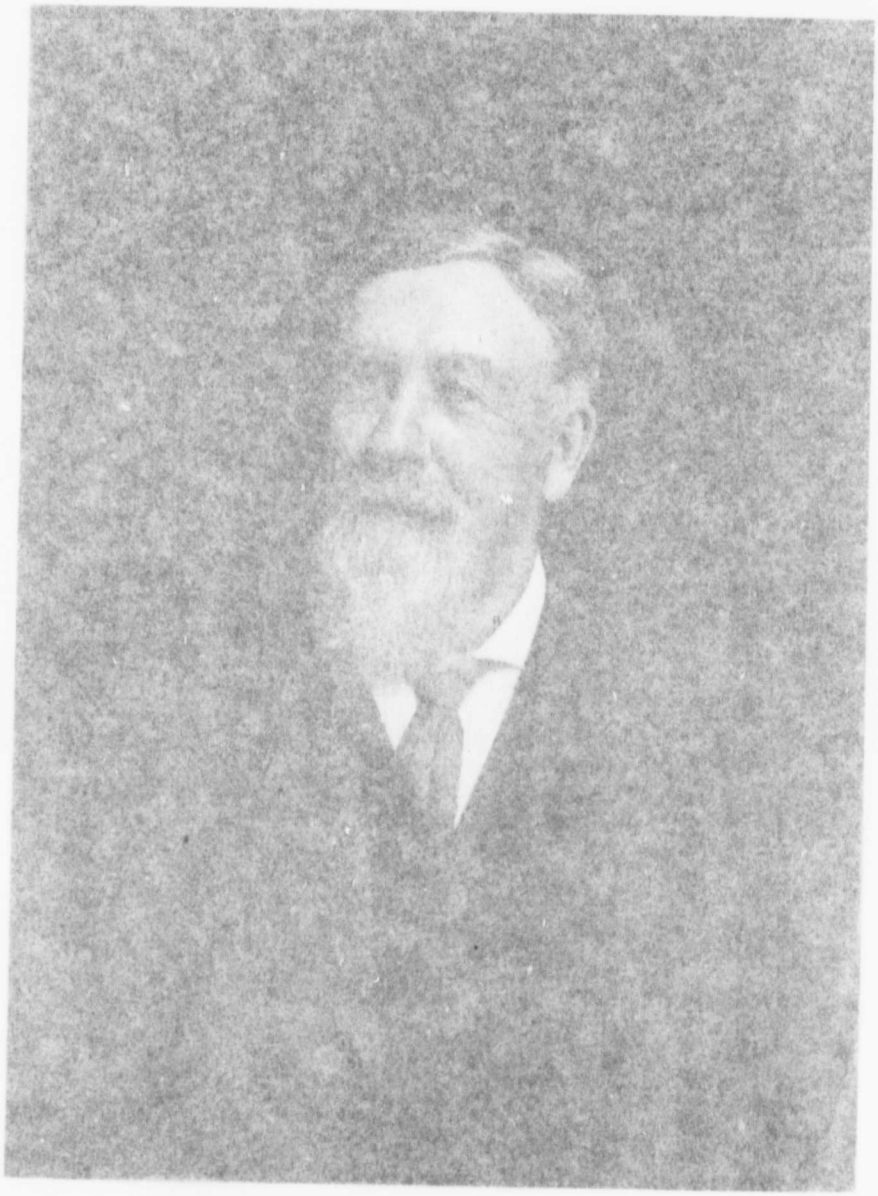
five children: Mrs. Alice Michell Bailey, of Vancouver; Mrs. Nannie-Prout Mackenrot, of Golden, British Columbia; Mrs. Minnie Pentreath Nunan, of Seattle, Washington; Mrs. Elizabeth Cundy Johnson, of Portland, Oregon; and Gladys, at home.

Mr. Teague is an honored member of the Pioneer Society of Victoria and in his religious faith affiliates with the Church of England. He is a member of Tregullow Lodge, No. 1106, of Cornwall, and in his politics supports the liberal party. He has ever been actuated by the principles which govern honorable and upright manhood in his private life, and the same high ideals have been manifest in his dealings with those with whom he has been connected in a business way.



W. D. Benson



W. H. Benson

Henry D. Benson

A LIFE of zealous effort and well directed business activity now enables Henry D. Benson to live retired on his valuable farm of eighty acres, comprising some of the best land on the Delta, which he purchased in the spring of 1913 and which was known as the Vasie farm. Prior to that time he had resided on a beautiful property embracing six hundred and forty acres of fertile Delta land in the vicinity of Ladner, but disposed of the place in the fall of 1912. Marked success has attended the endeavors of Mr. Benson, who in connection with diversified farming engaged in dairying and the raising of registered horses and cattle. Not only is he one of the highly prosperous agriculturists of the community, but he has figured prominently in local political activities and has for many years been reeve of Delta municipality. His birth occurred at St. John, New Brunswick, on June 22, 1842, his parents being John and Charlotte (Vance) Benson. He was there reared and pursued his education in the public schools until he was a youth of fifteen years. During the succeeding three years his energies were devoted to farm work, following which, in 1860, he went to Nova Scotia. There he was employed in the mines, being one of the first to follow this vocation on the peninsula, until 1864. In that year he made his way to Council Bluffs, Iowa, and there obtained an opportunity to drive a bull team across the plains to Denver, Colorado. He spent three years in the latter state, engaging in mining, and then went by horseback to Wyoming, thence to Idaho and later to British Columbia, covering the journey by horseback and bull team. The year 1869 marked his arrival, and for a time thereafter he resided in the inland districts but later engaged in logging on Howe Sound and Burrard Inlet. He followed this vocation for three years but at the expiration of that time, in 1874, preempted one hundred and sixty acres of wild land, on which he remained for thirty-eight years. During at least six months of the year his tract was under water, but he knew the soil to be highly fertile and diligently began the construction of dikes. In the summer he plowed a portion of his tract and planted it, continuing to increase the amount each year until he had his entire

acreage under cultivation. His entire section of six hundred and forty acres was inundated wild land and demanded arduous toil before it could be made cultivable. Mr. Benson directed his operations in a practical and systematic manner, and each year marked a decided improvement in his farm. He added to its value as well as its appearance by the erection of an attractive residence, substantial barns, ample sheds and outbuildings for the protection of his stock and grain, and at various times installed about his premises different modern conveniences. His fields were brought under high cultivation and kept in that state by a systematic rotation of crops best adapted to the soil. In connection with diversified farming he did some dairying and also raised thoroughbred Clyde horses and registered Holstein cattle. In the fall of 1912 he disposed of his property and in the following spring purchased the tract of eighty acres on which he resides at the present time, now erecting thereon a handsome residence at a cost of eight thousand dollars and also constructing barns and other buildings. Reliable business methods diligently pursued have brought the desired results and he is now enjoying the evening of life in honorable retirement.

Mr. Benson has been twice married. His first union was with Miss Sarah Fisher, of Nova Scotia, who passed away in 1901, leaving a family of six children, as follows: Elsie; Alice, whose demise occurred in October, 1906; Norman Henry; Leroy; Lottie, who died on the 15th of June, 1913; and Sadie. In 1902 Mr. Benson was married to his present wife, who in her maidenhood was Miss Carrie Fisher, also of Nova Scotia, and they have become the parents of one daughter, Gladys.

Community affairs have always engaged much of the attention of Mr. Benson, who is public-spirited in matters of citizenship and is ever ready to contribute his quota toward forwarding the local interests or in advancing the country's development. He has figured prominently in the political life of his immediate district since pioneer days, having been a member of the first council of Delta, while he has been the incumbent of the office of reeve almost continually since that time. That he has given satisfactory service to his constituency and the community at large in this connection is evidenced by the length of his term. Mr. Benson has attended the Presbyterian church since his boyhood. He has now attained the venerable age of seventy-one years and is living practically retired, enjoying in the latter period of his life the ease and comfort purchased by a life of thrift and labor.

Nels Nelson

NELS NELSON, proprietor of the Westminster Brewery, of New Westminster, is justly ranked with the successful business men who owe their prosperity to enterprise, keen business discernment, determined effort and indefatigable industry. He was born in Denmark on the 11th of August, 1863, and was reared in his native country, the common schools affording him his educational privileges. When fourteen years of age he went to sea and through the succeeding four years followed a seafaring life. In 1881 he had become an able seaman on board of a German vessel which sailed from Hamburg to Baltimore and thence around the Horn to the west coast of Mexico, and from that point on to Victoria, at which place Mr. Nelson left the ship, having determined to try his fortune in British Columbia. Through the succeeding four years he was employed in the old Victoria brewery, in which he learned the science of brewing beer, becoming familiar with every process and gaining notable skill in that connection. He afterward went to Nanaimo, where he spent a few months in a brewery, and in 1886 came to New Westminster, where he entered the old City Brewery as brewmaster, in which capacity he served for nine years. In 1895 he purchased the Westminster Brewery and a year later bought the old City Brewery, in which he had spent almost a decade as brewmaster. After the purchase of the latter plant the two were merged into one under the name of the Westminster Brewery. Still extending his business, Mr. Nelson, in 1897, purchased his plant in Brunette and has since conducted business there. His interests are now extensive and of an important character. The product of his brewery is shipped widely over the northwest, the excellence of its product being acknowledged by all who are competent judges in that regard. His trade having assumed extensive proportions, the business is a very profitable one and Mr. Nelson well deserves the success which has come to him.

In 1889 Mr. Nelson was united in marriage to Miss Annette Sorenson, a native of Denmark, and by this marriage six children have been born, of whom five are yet living: Lena C., at home; Lawry, an

engineer, of New Westminster; and Edna C., Violet A. and Frieda, all at home.

In politics Mr. Nelson is a conservative and in political questions and activities takes a deep and helpful interest, being now president of the Conservative Association of New Westminster. He is well informed on all questions and issues of the day and his position is that of a progressive citizen who has the welfare of city, province and country at heart.

Mr. Nelson belongs to King Solomon Lodge, No. 17, A. F. & A. M., of which he is a past master. He is also a member of Westminster Chapter, No. 124, R. A. M., in which he is a past principal. He likewise belongs to Westminster Commandery, No. 56, K. T., and to Gizeh Temple, A. A. O. N. M. S., of Victoria. Aside from Masonry he has membership in Royal Lodge, No. 6, K. P., and was one of its founders in 1886. He is a member of the Westminster Progressive Association and of the Board of Trade, and heartily cooperates in all movements and measures put forth by those organizations for the benefit and upbuilding of the city in which he makes his home. He is public-spirited in all that he does and his labors have been an effective force for public progress. He is vice president of the Royal Agricultural & Industrial Society of New Westminster, and he takes a deep interest in agricultural affairs, owning a farm of three hundred acres on Lulu island, which he operated for five years himself, during which period he brought the place under a high state of productiveness. The Nelson family are members of the Church of England and Mr. Nelson is a most generous man. No good work done in the name of charity or religion seeks his aid in vain, and yet there is no man more unostentatious in his giving. The poor and needy ever find in him a friend, and there are many occasions on which not even the recipient knows the identity of his benefactor until he accidentally discovers it. Mr. Nelson finds his recreation largely in lacrosse and has served as president of the British Columbia Lacrosse Association and of the New Westminster Lacrosse Association while the teams were in the amateur class. He is now building one of the finest homes in New Westminster and is most devoted to his family, doing everything in his power to promote their welfare and happiness. He is unassuming and democratic in manner, but his intellectual force and personal worth are recognized by all with whom he comes in contact.

C. A. Welch

Charles A. Welsh

CHARLES A. WELSH, one of the foremost business men and one of the most progressive, public-spirited and enterprising citizens of New Westminster, has the distinction of being one of the first to reopen his grocery store in the city after the fire of 1898, since which time he has been continuously and prominently connected with retail grocery interests here. An executive and organizing ability and an enterprising spirit, guided and controlled by sound and practical business judgment, have actuated him throughout his entire career and have been notable factors in the development of the C. A. Welsh Company, Ltd., controlling one of the most important and profitable grocery establishments in the province of British Columbia.

Mr. Welsh was born on the 17th of February, 1866, and is a son of Daniel and Susan (Smith) Welsh, the former a native of Ontario and the latter of Scotland. They came to British Columbia in 1889 and located in New Westminster, where the father is living retired, having survived his wife since 1911. Charles A. Welsh acquired his education in the public and high schools of Essex, Ontario, and at the Chatham Business College in Chatham, that province. Completing his studies in 1886, he went to work in a grocery store and from that time to the present has been continuously identified with this line of work. He was first in Windsor, Ontario, and then in Essex and Leamington, remaining in the latter city until 1890, when he came to British Columbia, locating in New Westminster. Shortly afterward, however, he went up into the Okanagan valley but after one year returned to this city, where he secured a position in the grocery store conducted by Parnell & Gunn. With this firm he remained until 1896, when he purchased an interest in the Jubilee Grocery Company and was made general manager of the concern. Two years later this company's stock and store were entirely destroyed by fire and on the following day Mr. Welsh opened up in business for himself, having been practically the first grocer to engage in business after the disaster. He has been identified with this line of work in this city since that time and today occupies a place of prominence in commercial circles as the

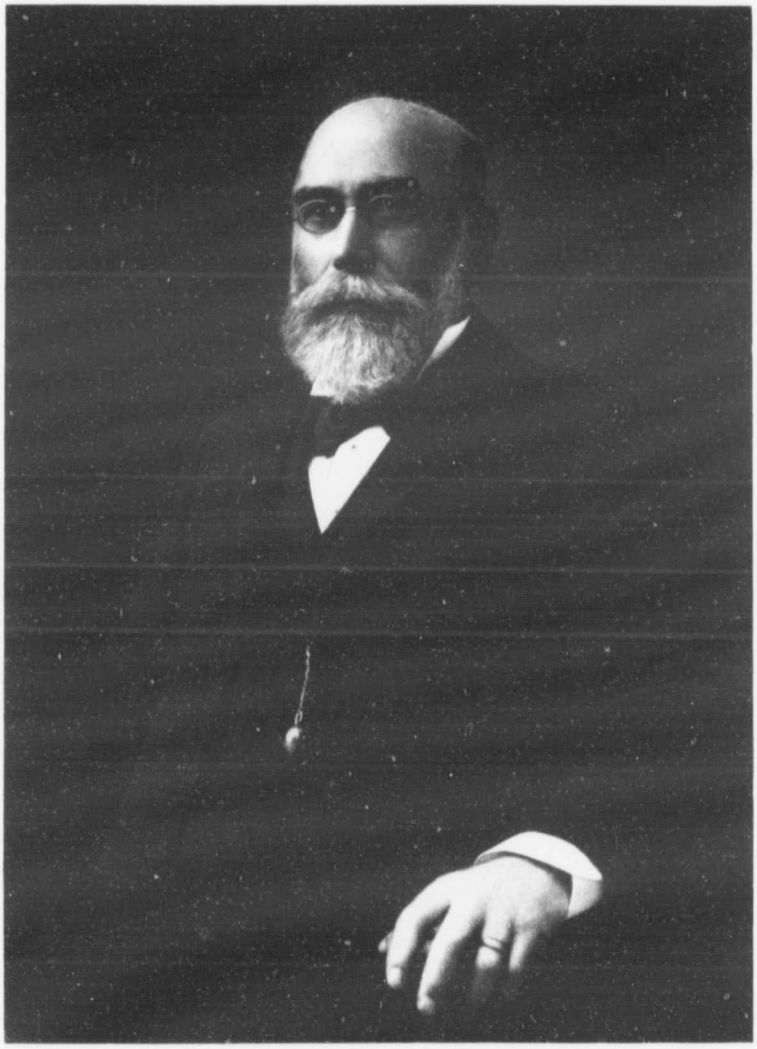
founder and developer of a notably large and profitable business concern. With the growth of his enterprise Mr. Welsh has extended the field of his activities, opening in 1908 a branch store in Sapperton, located at No. 317 Columbia street East, and in 1912 a West End branch at the corner of Sixth avenue and Twelfth street, New Westminster. His main store is located at No. 681 Columbia street, this city, and is one of the most modern and well equipped grocery establishments in British Columbia. On the 1st of January, 1913, Mr. Welsh incorporated the business as the C. A. Welsh Company, Ltd., taking into partnership some of his older employes, and all three stores are included in the new concern, which has been established on a modern business basis and will undoubtedly continue to grow under its founder's able management.

On the 29th of September, 1896, Mr. Welsh was united in marriage to Miss Mary Maud Williams, of New Westminster, a daughter of H. H. Williams, one of the pioneers in this city. Mr. and Mrs. Welsh have two children, Ernest E. and Rachael A. Mrs. Welsh is well known in social circles of the city and is prominent in all kinds of charitable work, having been one of the founders of the local Young Women's Christian Association and for many years associated with the auxiliary of the Royal Columbian Hospital. She was also for some time secretary of the women's council and she is a devout member of the Methodist church.

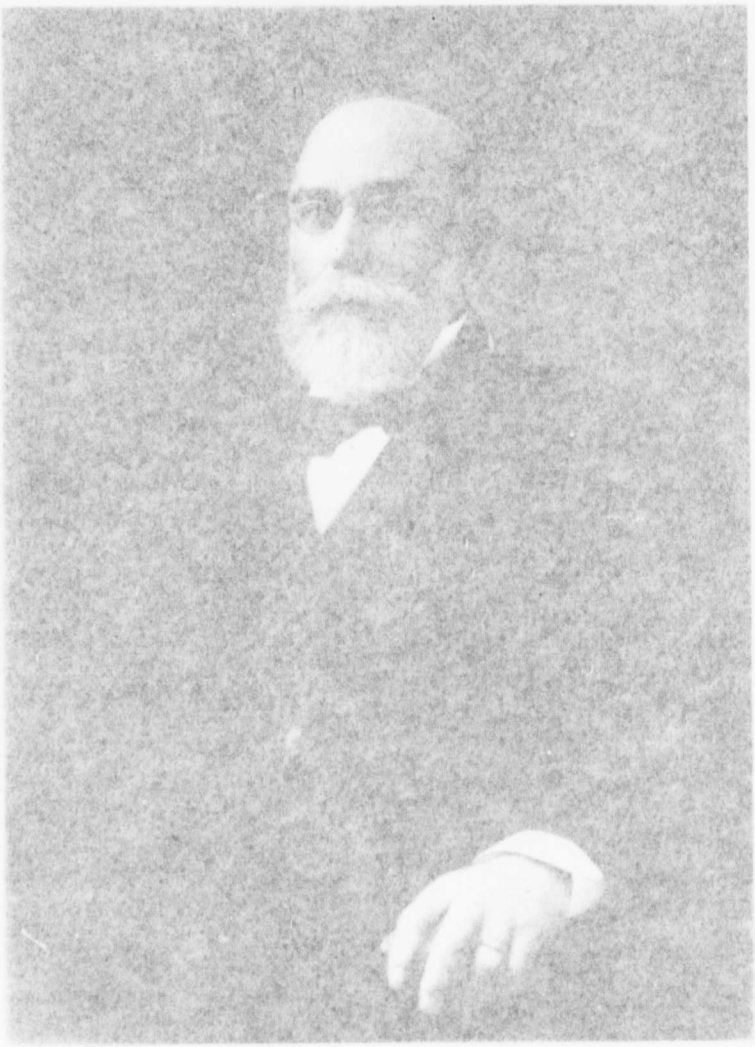
In addition to being an able, far-sighted and resourceful business man, Mr. Welsh is also a progressive and public-spirited citizen, interested in everything pertaining to municipal growth, advancement and expansion and making his ability, his powers and his talents factors in an important work of public service. He belongs to the Westminster Board of Trade and the Progressive Association and has, besides, held various important public offices, serving for one year as a member of the board of aldermen and for one year as license commissioner. He is at present a member of the board of police commissioners. No movement for the betterment of the city along any line lacks his cooperation and hearty support and he is a leader in the development of all projects for the permanent interests of the community. He has been a member of the board of control of the Royal Agricultural and Industrial Society for several years and in 1912, when the office of first vice president was created, was elected as the first officer to fill this position. Subsequently, upon the retirement of T. J. Trapp from the presidency of the association, Mr. Welsh was elected to fill the position and he is the present incumbent of the office. He has extensive and important fraternal affiliations, holding mem-

bership in King Solomon Lodge, No. 17, A. F. & A. M., of which he is a past master; Westminster Chapter, No. 124, R. A. M.; Columbia Preceptory, K. T.; and Vancouver Consistory, A. & A. S. R. He is a past potentate of Gizeh Temple, A. A. O. N. M. S., and for the past two years has been a representative to the Imperial Council of the Mystic Shrine. He belongs to the Burnaby Country Club and is active in all kinds of outdoor sports, being past president of the British Columbia Lacrosse Association. He served for several years as a member of the executive board and as president of the Westminster team and for several years was its manager, in which capacity he was serving when the team made their championship tour of the east, bringing the Minto cup to the coast. He retired from the management of this organization in 1911 and at the present time is president of the amateur lacrosse team of New Westminster.

He is vice president of the Western Home Investment Company and president of the New Westminster Arena Company and has other important and profitable connections of this character, making his private prosperity always a factor in public growth. A man of broad views, liberal mind and practical charity, he takes a great interest in everything pertaining to the upbuilding of New Westminster and during the long period of his residence here has made tangible and substantial contributions to it, his name standing as a synonym for business integrity, for political honor and for progress, reform and advancement in any field.



Yours Faithfully
Thos M Neely



Yours Faithfully
J. S. McNeely

Thomas McNeely

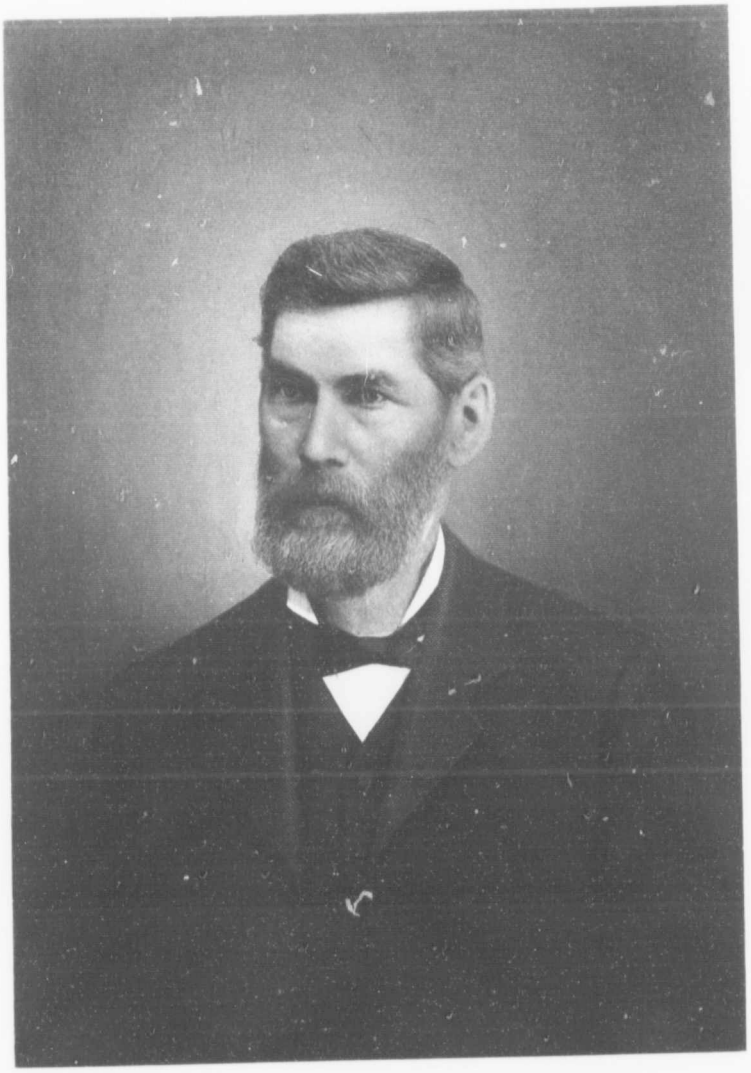
THE loss to the province of Thomas McNeely of Ladner, who died in September, 1900, in his sixty-fourth year, will long be keenly felt by the many who knew him.

Mr. McNeely was born in Durham county, Ontario, in 1836, and received his education in the place of his nativity. His parents were John and Catharine (Reid) McNeely, of Donegal, Ireland, who came to this country in about 1835, settling in Ontario.

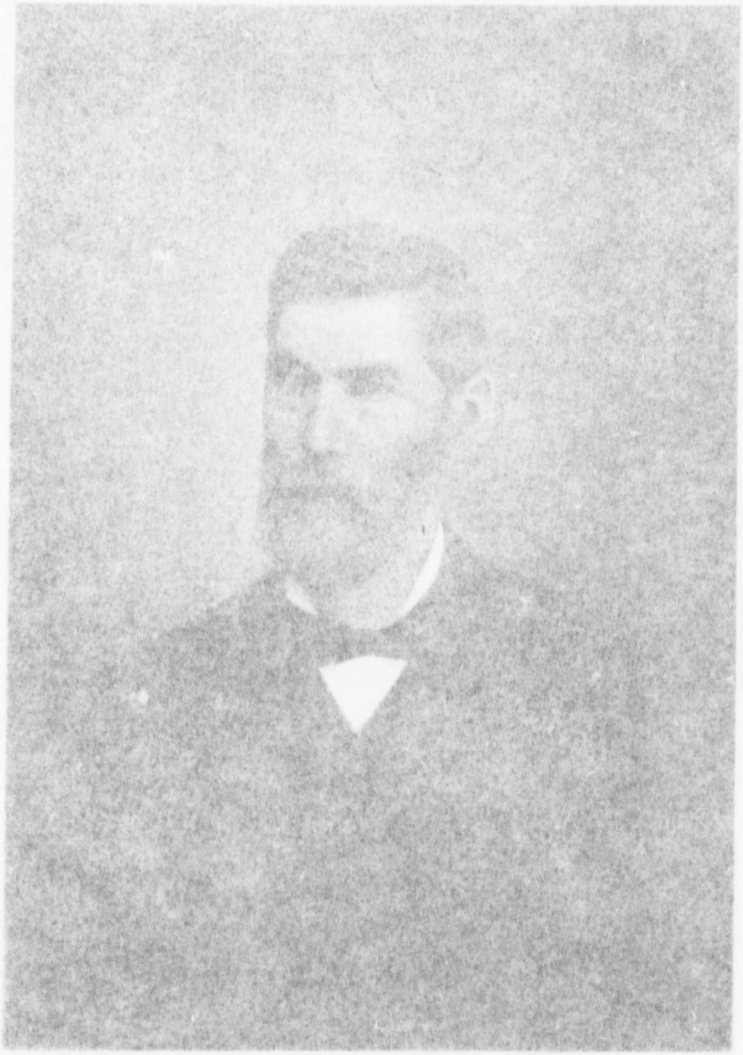
Early in life Thomas McNeely learned the trade of millwright, which he followed in Ontario for several years. In 1880 he came to New Westminster and started to work in his trade as a builder. He built the old Dominion Saw Mills, now the Royal City Planing Mills. He also found employment in connection with the big sawmills at Hastings and Moodyville, installing the machinery there. For several years he was general manager for Thomas Dean in the then leading lines of trade on the site of the business establishment now owned by T. J. Trapp & Company. He afterward went into business for himself at Yale, British Columbia, where he was burned out, after which he returned to Ladner and entered into business connections with the late Donald Chisholm, M. P. He subsequently opened a hotel at Ladner. Here, his business prospered, and he soon became the owner of one of the largest general stores in the whole province. He also added to his estate a splendid farm, the Jubilee Ranch, on which he erected a large and well appointed residence. With the exception of a short time spent in Yale, he was a resident of the Delta for twenty years and was recognized as one of the mainstays of the Delta municipality, in the development of which he took an active part.

On September 18, 1893, was celebrated the marriage of Thomas McNeely and Miss Annie Chisholm, a daughter of Duncan and Isabelle (Chisholm) Chisholm, both natives of Nova Scotia. Mrs. McNeely is a niece of the late Donald Chisholm, M. P. and pioneer, of whom further mention is made in this work.

Mr. McNeely was a prominent member of the Masonic fraternity and was held in high esteem by the brethren of the mystic tie. He was a man of great activity, liberal-minded and of a kindly disposition and revered by all with whom he came in contact.



Daniel Webster



Donald Chisholm, M. P.

THE career of Donald Chisholm is one of peculiar interest to all British Columbians, as he lived and worked here since the colony came into being.

The parents of Mr. Chisholm came from Inverness-shire, Scotland, about the beginning of the nineteenth century, and settled on the Lower South river, at Antigonish, Nova Scotia, and at that place Mr. Chisholm was born in 1822. After having received an education he began life as a teacher, but very soon abandoned this profession. In 1849 he left his native place and started for the California gold fields with a party of twenty-three prospectors, of which W. R. Lewis of New Westminster was a member. While in California he helped to frame the mining laws which still exist in the Golden state. He met with indifferent success in California and after a few years returned to Canada, settling in Ontario, where he engaged in the wheat trade. He speculated largely during the Crimean war, and with the proclamation of peace, he was left with thousands of bushels on his hands. The proclamation came three weeks too soon or he would have gained great wealth by this venture.

In 1858, or immediately after this experience, he came to British Columbia and from that time on until his demise there was scarcely a prominent line of business, peculiar to this part of the country, that he did not engage in. He first settled in Hope and in 1860 was elected by the people of that district as a delegate to a convention held in New Westminster to frame and present to the Imperial government a petition for the establishment of a measure of government for the mainland of British Columbia, which was then an outlying territory under Governor Douglas of Vancouver island. This convention was his first appearance as a public man. He was first returned to parliament at the general election of 1887 as a supporter of the liberal-conservative administration of Sir John Macdonald.

In 1860 Mr. Chisholm was one of a party who went to the Big bend of the Columbia river, prospecting for gold and other minerals. During that trip he nearly lost his life. In crossing the McCullough creek on a snow bridge when the melting of the mountain snow formed

a torrent, the bridge gave way and he was let down into the torrent and carried by the current half a mile in the ice cold water and was rescued by a small party of miners, in an unconscious condition. In 1862 he went to Cariboo, where he mined for some time. Afterwards in the Kootenay district he was for years engaged in the lumbering and mining industries. For some time he was foreman of the famous Cherry Creek mines.

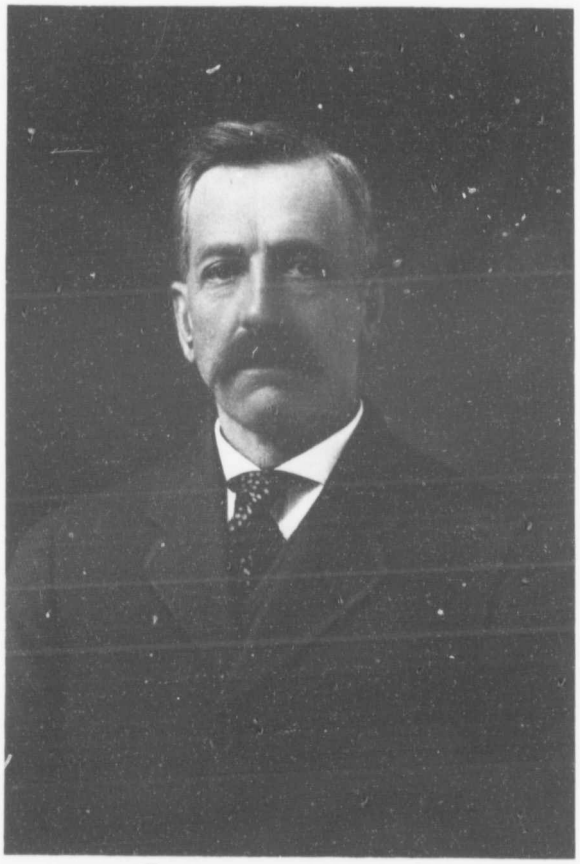
It was Donald Chisholm who took Major General Selby Smith and staff through the mountains to Hope on his pack train, when that distinguished officer first visited British Columbia.

In 1874 he came to New Westminster and from that time until his death, which occurred April 3, 1890, he resided on the coast, where his honor and wealth increased with his years. Shortly after settling in the Royal City he invested in the property and business of Fred Woodcock and established a wholesale and retail grocery business in connection therewith on Front street. He also purchased property at Ladner's Landing and started a hotel and general store, afterwards owned and conducted by Thomas McNeely. He also became a partner in the Delta Canning Company. He subsequently invested, in company with a Mr. Brewer, in a large tract of land in what is now the city of Vancouver and in an estate in Hastings; also in blocks of property which are now in the center of New Westminster. In partnership with Daniel Mills he also owned one of the most beautiful farms on Salt Spring island, if not in the province. For several years Mr. Chisholm was president of the New Westminster Board of Trade.

While mining in California Mr. Chisholm also practiced medicine and many a miner owed his life to "Doc" Chisholm's therapeutic skill. He likewise practiced during the cholera epidemic in conjunction with Fitz-Stubbs.

The government early showed its confidence in Mr. Chisholm by appointing him a special constable during the trouble at Yale and Hill's Bar in the early mining days on the Fraser river. Mr. Chisholm brought the Price brothers to New Westminster, to be tried for the wanton murder of an Indian, through whole bands of hostile red skins and surrounded by almost insuperable difficulties and frightful dangers.

Physically Mr. Chisholm was a magnificent specimen of the British Columbia pioneer, possessed of herculean strength, and had the reputation of being the strongest man in the province. He stood six feet, four and a half inches in his stocking feet, with the courage and energy to back his strength and stature.



W R Gilley

W R Gilley

Walter R. Gilley

WALTER R. GILLEY has become widely known as a leader in many public enterprises. He has done much to shape general thought and action and his influence has ever been on the side of improvement in matters of citizenship as well as in the material development of New Westminster. He was born October 22, 1859, at St. Andrews, New Brunswick, and of that province his parents, Walter and Sarah (Rogers) Gilley, were also natives. The father was a school teacher for many years. He came to British Columbia in 1888, remaining thereafter a resident of this province until his death, which occurred in 1903, when he had reached the advanced age of eighty-four years.

Walter R. Gilley was educated in the country schools of New Brunswick, which he attended to the age of fifteen years. He then put aside his school books in order to start out in life on his own account and secured a clerkship in the postoffice at St. Stephens. In October, 1877, at the age of eighteen years, he arrived in British Columbia and for a considerable period was prominently identified with the lumber industry. He was first employed in the lumber woods bordering the Fraser river, spending a part of the time in driving a six-yoke team of oxen, for in those days such means were the only methods of getting the timber to high water where shipment could be made. After five years of logging Mr. Gilley formed a partnership with his brother James R. at Port Haney and began hauling sand and wood. This business was continued until 1886, when they engaged in logging on the Fraser river. In the following year they established a livery and transfer business at New Westminster which they conducted until 1893. The following year they resumed their logging interests and during their operation in that field of business they cut some of the largest timber in British Columbia, some of the trees measuring three hundred feet in length, while one giant trunk which they took to tide water was ninety feet long, fifty-eight inches in diameter at the small end and seven feet at the butt. In 1898, the year of the big fire in New Westminster, the Gilley brothers retired from the logging business and began dealing in coal, wood, cement and building supplies. The

undertaking prospered from the beginning. They supplied the crushed rock for the northwest bridge spanning the Fraser river and known as one of the finest structures of its kind in Canada. They own and operate extensive quarries on the Pitt river and their annual business is now one of extensive proportions and returns to them a gratifying yearly income.

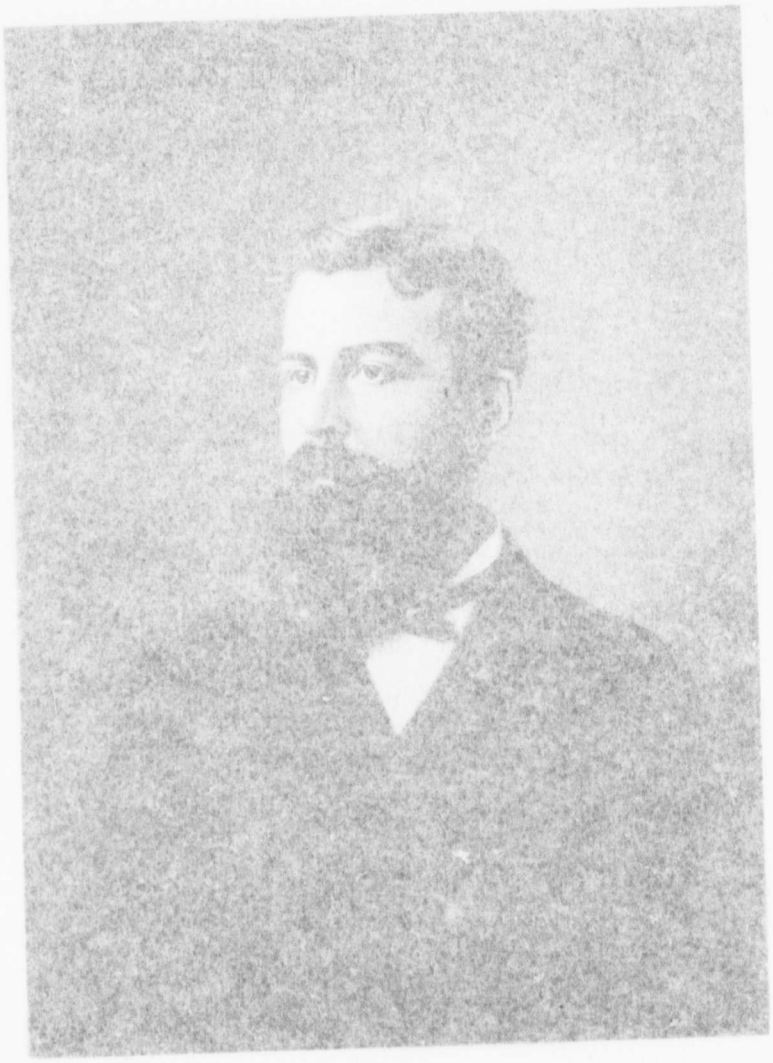
It has been the privilege of Mr. Gilley to witness many changes and improvements in New Westminster and this part of the country, which was comparatively a wilderness when he entered upon his business activities in this section of the country. His labors have been a factor in the work of general business development and he is widely recognized as a forceful and resourceful man, ready to meet any emergency with the consciousness that comes of a right conception of things and an habitual regard for what is best in the exercise of human activities.

In 1888 Mr. Gilley was united in marriage to Miss Salina F. Hinch, a native of Ontario and a daughter of John Hinch, who was one of the old settlers of Port Haney, where he took up his abode in 1875. Eight children were born unto Mr. and Mrs. Gilley and in social circles of New Westminster the family has long been prominent.

Fraternally Mr. Gilley is connected with the Independent Order of Odd Fellows, and he is an active member of the New Westminster Board of Trade, being president for one year. Public-spirited and progressive to an eminent degree, he has taken a very active interest in making the Fraser river easy of access both day and night, believing that the future prosperity of New Westminster depends to a great extent upon making this river sufficiently deep to accommodate the largest ocean-going vessels. He has been a member of the navigation committee and served as its chairman for several years. Through his efforts the Board of Trade secured the services of a harbor engineer of great experience, and the plans he submitted were later adopted by the government. Mr. Gilley believes that when all the work planned is finished New Westminster will have beyond doubt the finest harbor in British Columbia. In politics he is a conservative. In 1899 and 1900 he was city alderman and during that time was chairman of the board of public works. He stands for all that is best in citizenship as well as in business life, and while in public office his efforts were an effective force for the municipal welfare. He is a self-made man who by his own labors has risen from a comparatively obscure position in the business world to one of prominence. He never fails to accomplish what he undertakes if it can be done by persistent, earnest effort, and the laudable ambition that has actuated him through all the successive steps of his business career has brought him to an enviable position.

Alex E B Davie.

Hon Alexander Edmund Batson Davie



Alex E B [illegible]

Hon. Alexander Edmund Batson Davie

HON. ALEXANDER EDMUND BATSON DAVIE, Q. C., was born November 24, 1847, at Wookey Hole, Wells, Somersetshire, England. His father, Dr. John Chapman Davie, M. R. C. S., L. S. A., a pioneer physician, came in 1862, with four of his sons, to Vancouver island. Theodore, the youngest son, who eventually became chief justice of British Columbia, followed his father to this country a few years later.

Dr. John Chapman Davie wedded Anne Collard Waldron, of Wellington, Somersetshire, England. Of Dr. Davie's large family, his three sons, Dr. J. C., the Hon. A. E. B., and the Hon. Theodore, all rose to positions of prominence in connection with the public life and development of British Columbia.

Hon. Alexander E. B. Davie, Q. C., pursued his education in Silcoate's College, near Wakefield, Yorkshire, and in 1862 came to British Columbia with his father, being then a youth of fifteen years. Desiring to make the practice of law his life work, he was articled as a clerk, August 29, 1862, to Robert Bishop, a well known barrister. He afterwards was articled to Robert E. Jackson, June 23, 1865, a celebrated lawyer in Victoria in those days. He was enrolled as a barrister and solicitor of the supreme court of civil justice of Vancouver island, November 25, 1868, by John Needham, chief justice, and was enrolled on the mainland as a barrister and solicitor of the supreme court of British Columbia by Sir Matthew Baillie Begbie in 1869. He decided to practice in Victoria, traveling much on circuit through Cariboo. He was law clerk to the legislative assembly from 1872 until 1874, and in 1875, he was elected a member for the Cariboo district.

In May, 1877, he became a member of the executive council of the Elliott government, but met defeat on standing for reelection. In 1879 his enforced absence from his law office led him to take into law partnership the late Hon. C. E. Pooley, K. C., sometime speaker of the legislature, the firm being Davie & Pooley, and this connection was maintained to the time of Mr. Davie's death. At the general provincial election, in 1882, Mr. Davie successfully contested Lillooet,

and when W. Smithe, deceased, was called upon to form a ministry in 1883, he selected Mr. Davie as his attorney general. On the 21st of September, of the same year, Mr. Davie was made queen's counsel, and upon the death of Premier Smithe in March, 1887, he succeeded to the office of prime minister, becoming also president of the council and attorney general, which public offices he occupied until his life's labors were ended in death. He maintained and enjoyed the confidence of a large majority of the members of the provincial legislature, and he manifested the utmost loyalty and public-spirited devotion to the general good, exercising his official prerogatives in support of various measures which had to do with the welfare and advancement of the province. Close application to his duties and to his law practice so undermined his health in the fall of 1887, that he never recovered, and a gradual decline brought him to the end of life's journey on the 1st of August, 1889.

On the 3d of December, 1874, Mr. Davie was married to Constance Langford, a daughter of Thomas and Mary Skinner of Maple Bay, Cowichan. Her father, like his own, was a pioneer settler on Vancouver island. The death of Mrs. Davie occurred in 1904. By this marriage there were five children who reached adult age, while two passed away in infancy. Sophie became the wife of Hon. A. E. McPhillips, K. C., and judge of the court of appeal, of Victoria. Ethel Bremmer is now matron of St. Winifred's Sanitarium at San Francisco, California. Winifred Mary is the wife of F. J. Fulton, K. C., of Kamloops, British Columbia. Cyril Francis is a barrister of Victoria, and Constance Mary Claire is a resident of Victoria and unmarried.

Mr. Davie became a convert to the Roman Catholic faith and was an ardent member of the church. In Dominion politics he was always a stanch conservative, unfaltering in his advocacy of the principles of the party. Party politics were not then in issue in British Columbia. He was attorney general at the time the settlement act of 1883 was drafted and successfully carried through the house, and he was successful in managing the disputes between the two governments. He was instrumental in securing an important decision which was rendered in favor of the province in regard to the ownership of the minerals in the railway belt.

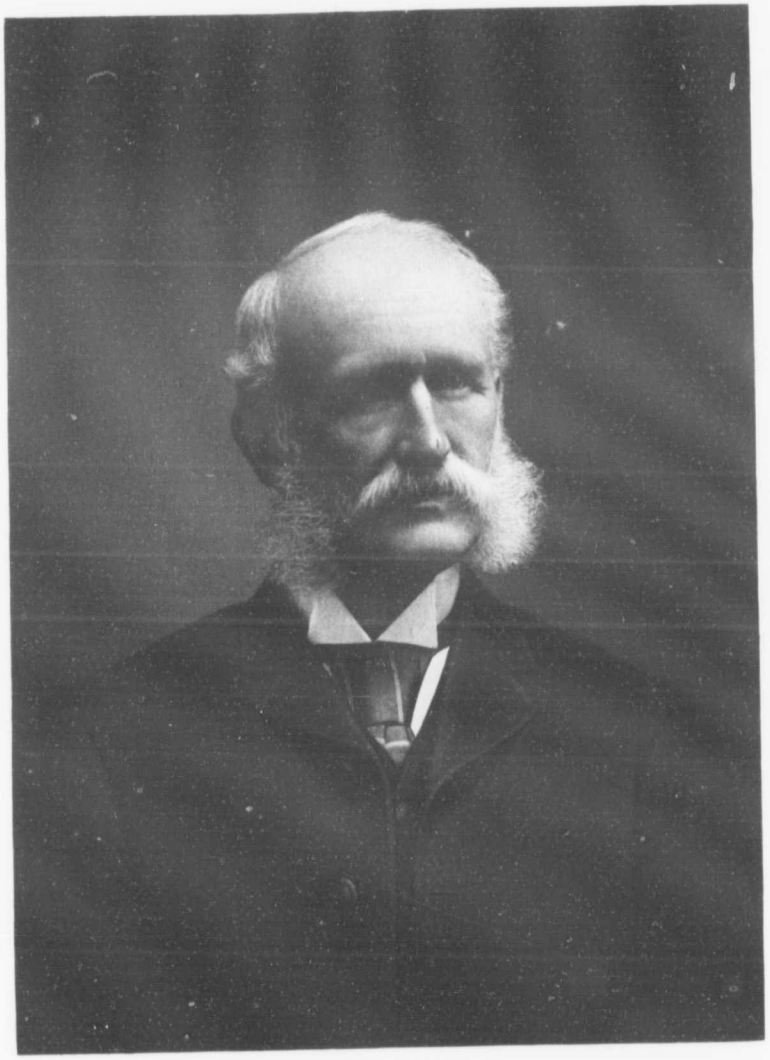
A contemporary biographer wrote of him as follows:

"In the death of Hon. Mr. Davie the province loses one of its most gifted men—one who leaves behind him a brilliant record untarnished by any questionable act. In public and private life he was held in the highest respect and esteem. His conduct in all matters was such that

he won the confidence of both followers and opponents, and in his intercourse with all men he was ever courteous and considerate. In the local parliament, when he addressed the house, he was listened to with the strictest attention, and his opinions on all matters were valued by friend and foe, for all believed that but one motive—the desire to do what was fair and honorable—guided his conduct. As a member of the bar, he occupied a high place in the estimation of his fellows, and was a bencher of the law society. One month prior to his death he declined an appointment to the honorable position of a judge of the supreme court of the province. An editorial in one of the local papers, published August 1, 1889, reads as follows,

" 'British Columbia lost an able and upright public man and exemplary and useful citizen when the Honorable Alexander E. B. Davie died. He was a model man in every relation of life and he was so happy as to be appreciated at his true value by all with whom he came in contact. He possessed the art of inspiring confidence and winning esteem. He was genial and gentle in his demeanor, and although an active politician who stood steadfast for his principles and worked hard for his party, he made no enemies and attained a high position, both in professional and political life.

" 'The honors he won he deserved, and he performed faithfully and effectively every duty he undertook. He more than fulfilled the hopes entertained by his warmest friends and his most partial admirers. As a public servant no man called in question his ability or his integrity, and his private life runs without even the suspicion of a stain. It is the lot of but few men to leave behind them so clean a record as Alexander E. B. Davie. His memory will always be honored by British Columbians, who, while they mourn his early death, look back with pride on the works he did and the virtues he exhibited during his short but well-spent life.' "

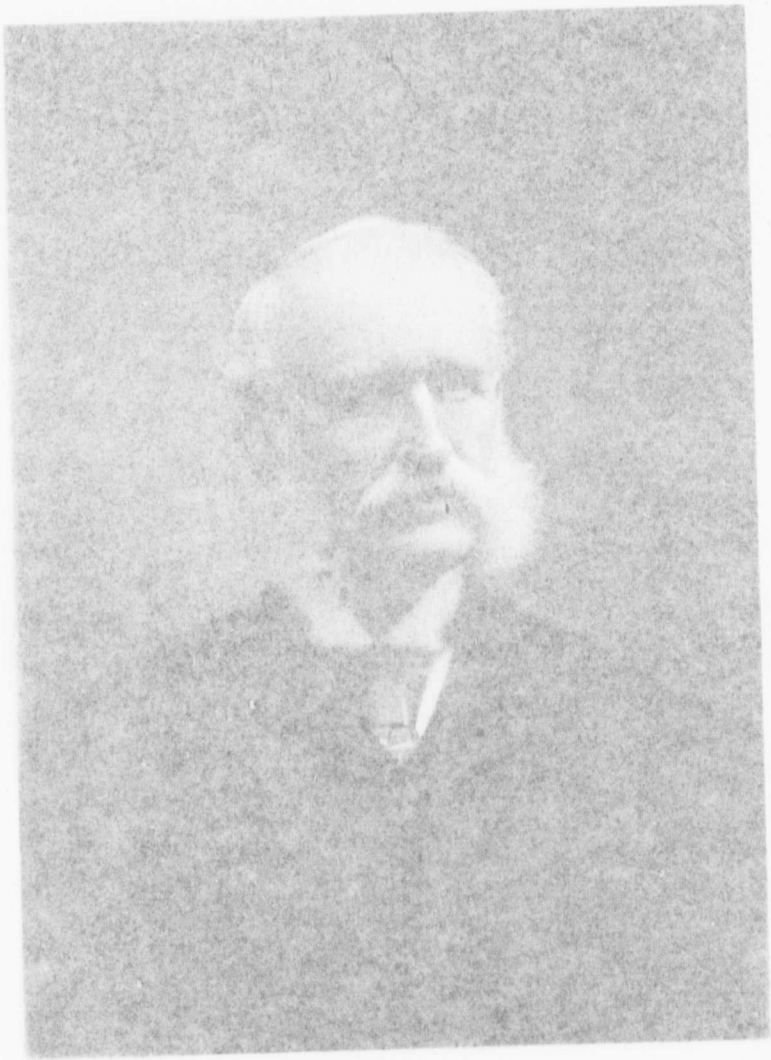


Harry B. Allen

Harry Braithwaite Abbott, C. E.

HARRY BRAITHWAITE [illegible] has been prominently [illegible] way building [illegible] Canso to Vancouver and is now a retired official of the Canadian Pacific Railway Company. He was born in Abbotsford, Quebec, June 14, 1829, a son of the Rev. Joseph and Harriet (Bradford) Abbott, the former a native of England and the latter of the province of Quebec. The mother was a daughter of the Rev. Richard Bradford, one of the pioneer clergymen of that province and at one time chaplain to the British forces at [illegible]. The Rev. Joseph Abbott spent his entire life in the ministry and passed away at the age of seventy-two years. His memory remains as a blessed benediction to all who knew him and is enshrined in the hearts of many loyal friends. His wife passed away in her [illegible] eighth year.

Harry B. Abbott was one of a family of seven children, four sons and three daughters, and is the only one now living. He began his education in the public schools and passed through consecutive grades to the high school in Montreal and afterwards became a student in [illegible] University [illegible]. He was about eighteen years of age when he took up the [illegible] engineering under Colonel Gzowski [illegible] he advanced [illegible] and in the early part [illegible] was on duty at [illegible] Company [illegible]. He has always [illegible] won the title of [illegible] engaged in position with [illegible] which is now a part of [illegible] C. Freer, also a [illegible] of the Grand Trunk [illegible] and operated that [illegible] introduced a system of cheap [illegible] tickets to one cent per mile [illegible] great crowds [illegible] over the line. Subsequently the same firm



Harry B. Abell

Harry Braithwaite Abbott, C. E.

HARRY BRAITHWAITE ABBOTT, civil engineer, has been prominently connected with important railway building projects across the continent from Canso to Vancouver and is now a retired official of the Canadian Pacific Railway Company. He was born in Abbotsford, Quebec, June 14, 1829, a son of the Rev. Joseph and Harriet (Bradford) Abbott, the former a native of England and the latter of the province of Quebec. The mother was a daughter of the Rev. Richard Bradford, one of the pioneer clergymen of that province and at one time chaplain to the British forces at Sorel. The Rev. Joseph Abbott spent his entire life in the ministry and passed away at the age of seventy-two years. His memory remains as a blessed benediction to all who knew him and is enshrined in the hearts of many loyal friends. His wife passed away in her sixty-eighth year.

Harry B. Abbott was one of a family of seven children, four sons and three daughters, and is the only one now living. He began his education in the public schools and passed through consecutive grades to the high school in Montreal and afterwards became a student in McGill University of that city. He was about eighteen years of age when he took up the study of engineering under Colonel Gzowski. Gradually he advanced in that connection and in the early period of his career was on duty at Island Pond on the St. Lawrence & Atlantic Railroad. He has always been a student of his chosen profession and has deservedly won the title of expert in civil engineering. In 1857 he resigned his position with the St. Lawrence & Atlantic Railway Company, which is now a part of the Grand Trunk system, and in partnership with C. Freer, also a civil engineer, leased the Riviere du Loup section of the Grand Trunk under a lease, subject to cancellation at a short notice, and operated that division for one year. During that period they introduced a system of cheap rates, reducing the price of all passenger tickets to one cent per mile. Owing to the large population of that district great crowds availed themselves of the opportunity for travel over the line. Subsequently the same firm

undertook a contract for the maintenance of way of the Grand Trunk Railway from Richmond, Canada, to Gorham in the United States, and in 1866 he became chief engineer of a projected railway between Montreal and Sherbrooke. In 1868 Mr. Abbott became managing director and chief engineer of the Brockville & Ottawa Railway, extending from Brockville to the Ottawa river, and so continued until 1873. In the meantime, or in 1872, he built the Carleton Place and Ottawa branch of the Canada Central Railway, of which he became the president and managing director. In 1875 he became chief engineer and manager of construction of the Eastern Extension Railway Company of Nova Scotia. Mr. Abbott had personally secured the contract for the road and transferred it to a company of which Sir Hugh Allen was the president. In 1882 he entered the service of the Canadian Pacific as manager of construction of the Algona Mills branch to Sudbury, and in 1884 took charge, as manager of construction, of the main line of the Canadian Pacific Railway from Sudbury westward. In November, 1885, he came on the first train, that ran through from Montreal, to Port Moody, which also carried Lord Strathcona, the president, Sir William Van Horne, Mr. Fleming, civil engineer, together with Mr. Piers, now manager of the Canadian Pacific Railway Steamships. Mr. Abbott was present at the laying of the last rail on the 8th of November, 1885, at Craigellackie, where the two ends of the rails met, Lord Strathcona driving the last spike. In January, 1886, he was appointed general superintendent of the Pacific division of the Canadian Pacific Railway, filling this position in an admirable manner until he resigned in 1897. His active connection with the road covered the period of the commencement of the operation of the line through to Port Moody and subsequently, in 1887, to Vancouver.

In March, 1886, Mr. Abbott let the contract for the clearing of the townsite of Vancouver, which city then had a population of not over five hundred.

Mr. Abbott had the management of the heavy work involved in the improvement of the portion of the Canadian Pacific Railway under his charge as general superintendent, under an award of arbitrators, because of faulty construction by the Dominion government. The Robson and Nelson branch was built under his supervision and steamboats were put upon the Columbia river and Kootenay and Okanagan lakes. He supervised the replacement of the greater number of the larger bridges and trestles and the building of retaining walls and arches, where "grasshopper" trestles had been, and there are few men more familiar than he with the history of railroad con-

struction through the era of pioneer development in Canada, and the importance of his labors cannot be overestimated. With expert knowledge of the scientific principles underlying his work, he combined a conscientiousness and industry that resulted in railway building unsurpassed in the character of the work done. Since coming to the west he has been continuously connected with the Canadian Pacific, long in an active capacity and later in more or less of an advisory capacity. Through the many years of his association with this great corporation he has served as a dominant factor in the progress and development, not only of the road, but of the city and province in which he makes his home.

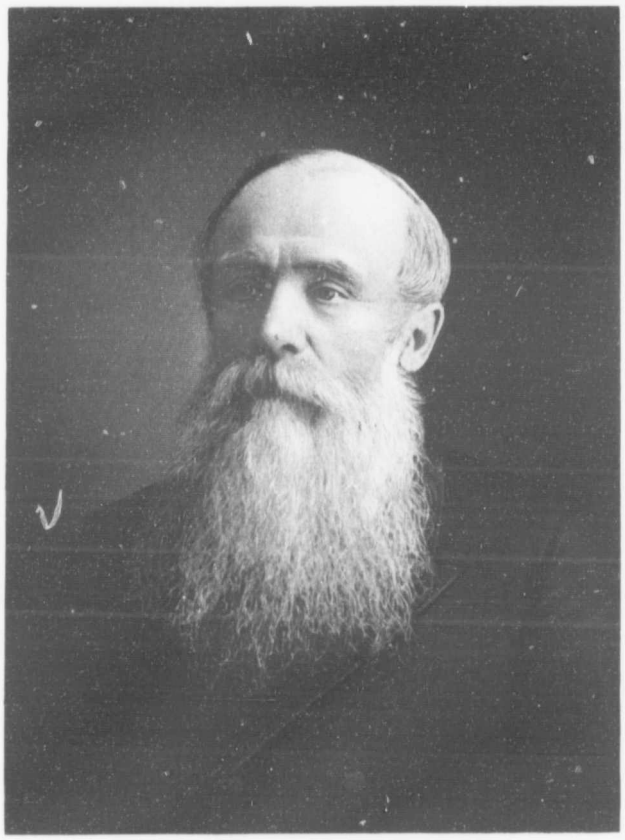
In 1894 the mountains were covered with a heavy snow which remained late into the spring, when a sudden thaw in June caused an enormous flood, the greatest known in the province, washing away portions for a distance of fifty miles of Canadian Pacific Railway track between Whonnock and Ruby creek, and many of the important trestles. To maintain uninterrupted traffic, steamers were put on the Fraser river to carry the traffic for about a month between those points. The rebuilding of the roadbed was under Mr. Abbott's supervision, and thus again he took active part in railway construction projects of the far west and the reinstalment of regular trains was quickly accomplished.

In 1868 was solemnized the marriage of Mr. Abbott and Miss Margaret Amelie Sicotte, a daughter of the late Judge Sicotte and a native of St. Hyacinthe, Quebec. To them were born three children: John Louis Grahame Abbott, a barrister; Harry Hamilton Abbott, formerly agent for the Canadian Pacific at Victoria, and now a wine merchant at Vancouver; and Beatrice Amelia, the widow of Osborne Plunkett, a barrister of Vancouver.

Mr. Abbott is a member of the St. James Club of Montreal and an honorary president of the Vancouver Club. He also holds membership in the Union Club of Victoria. In politics he has always been a conservative, and at one time was a candidate for Brockville and Elizabethtown for the house of commons. In 1862 he assisted in the formation of the Eleventh Battalion, V. M., Argenteuil Rangers, from which he retired with the rank of major. During the Trent affair, which arose at the time of the Civil war in the United States in 1862, the grenadier guards and other regiments were sent to Canada after the close of navigation on the St. Lawrence, on which occasion, owing to Mr. Abbott's thorough knowledge of the country through which they had to pass on their way from St. John, New Brunswick, to Quebec and Montreal, his advice was sought by the

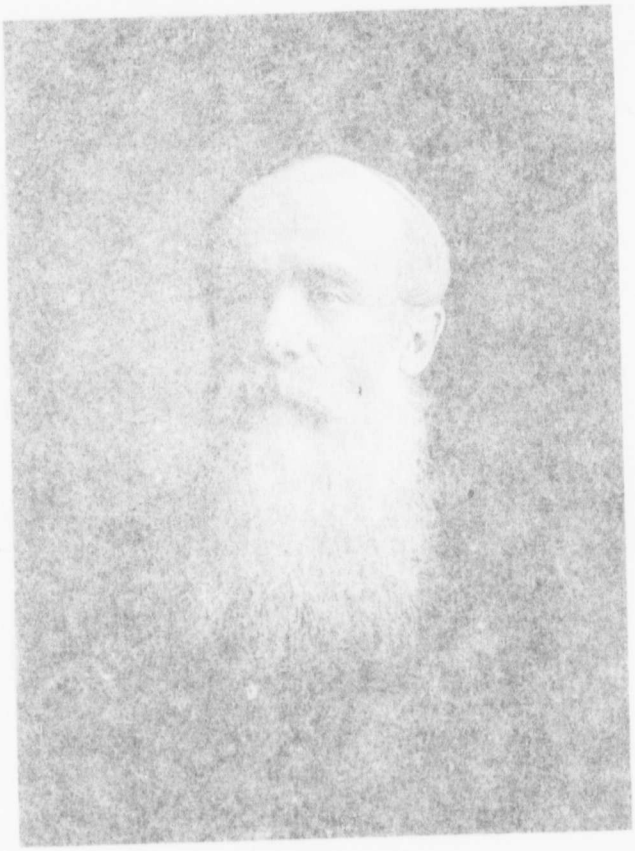
British commandant, Sir Fenwick Williams, and he was sent to Fredricton to meet them.

At the time of the second Riel rebellion Mr. Abbott handled and supplied food to the troops over the railroad and roadbed from Sudbury to the Pic river. As the line was then unfinished for sixty miles from Dog river, two hundred and fifty horses and sleighs from the construction camps were used to haul the troops to the other end of the track at the Pic river, and a large number of the soldiers were handled and fed in this district under the direction of Mr. Abbott. With many events connected with the history of the west, especially with railroad building, Mr. Abbott has been closely associated. A mountain in the Selkirks and one of the business thoroughfares in the heart of Vancouver have been named in his honor. No man stands higher in public esteem or enjoys the regard of a wider circle of sincere friends than Mr. Abbott, who has long occupied a central and honored place on the stage of activities in British Columbia.



Thomas Davies Pearson

Rev. Thomas Davies Pearson



Hiram Davis Pearson

Rev. Thomas Davies Pearson

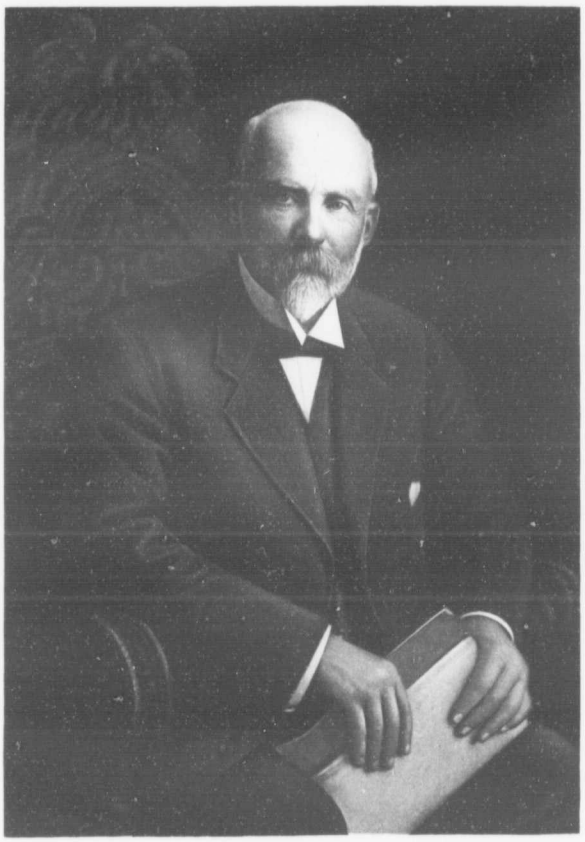
THE Methodist ministry long numbered Rev. Thomas Davies Pearson among its able divines and his life was fruitful in good accomplished for the moral uplift of the race. Ever kindly in spirit and charitable in his judgment, while never deviating in the slightest degree from what he believed to be right, he won the love and trust of his fellowmen and his death, even though it came when he had attained a venerable age, was deeply regretted by all who knew him.

He was born on June 17, 1828, in the Forest of Dean, Gloucester, England, and passed away in New Westminster on the 13th of September, 1911, at the age of eighty-three years. His father was a minister of the Wesleyan Methodist church, and, reared in a Christian atmosphere, the son became a local preacher at the age of nineteen. He was a young man of twenty-three years when, in 1851, he came to Canada with Egerton Ryerson. In 1852 he became a candidate for the ministry of the Wesleyan Methodist conference, was received on trial the following year and in 1856 was received into full connection and ordained. In accordance with the custom of the country the Rev. Pearson lived at various places, preaching the gospel and working untiringly for the moral uplift and progress of the community. He devoted thirty-one years of his life to Christian preaching and service and then was superannuated in 1883.

The year 1891 witnessed the arrival of Mr. Pearson in British Columbia, at which time he took up his abode in New Westminster. He had been married on the 17th of June, 1856, to Miss Isabella Robson, a daughter of John and Euphemia Robson, the former a farmer and mill owner and the first jailer at Sarnia, Ontario. She is a sister of the Rev. Ebenezer Robson, a pioneer Methodist minister of British Columbia, and also of David and John Robson, who likewise took an important part in the development of the far west. Mr. and Mrs. Pearson became the parents of two sons and three daughters. One son, Thomas R. Pearson, manager of the Dominion Trust Company, Ltd., of New Westminster, has been choir leader of the Methodist church for thirty years, and is one of the best known laymen in

British Columbia. A daughter, Euphemia Isabella, is the wife of the Rev. D. R. McKenzie, of Japan. The others are: Mrs. Harvey Johnson, of New Westminster; Sadie Amelia, the wife of George H. Grant, of Vancouver; and Frank Raymond, of New Westminster.

While conditions forced Mr. Pearson's retirement from the active work of the ministry, he never ceased to feel deeply interested in the work of the church and cooperated therein as his health would permit. He was a well known figure at conference gatherings, although he took little active part in the proceedings. He was an interested observer of all good works and had a high sense of the sacredness of the office of the minister. He never failed to attend church services if it were possible to do so, and he was much loved and honored among the membership at Queen's Avenue church in New Westminster, his example serving as a source of encouragement and inspiration to others. He was, moreover, always a most sympathetic listener and was among the first to extend a helping hand to his pastor or to anyone who was seeking to climb the upward path. In 1902, on the occasion of his jubilee as a Methodist preacher, the British Columbia conference passed a suitable resolution recognizing his worth and work and requesting him to preach a sermon, but he was unable to do so. The venerable figure of the Rev. Pearson was well known on the streets of New Westminster, where he lived for twenty years, passing away on the 13th of September, 1911. His last illness was only of two days' duration and then the end came. He left to his family the priceless heritage of a noble name and the memory of a life fraught with good deeds and actuated by high purposes. His words of wisdom sank deep into many hearts and his counsel was often sought by young and old, rich and poor.



Thomas R. Pearson

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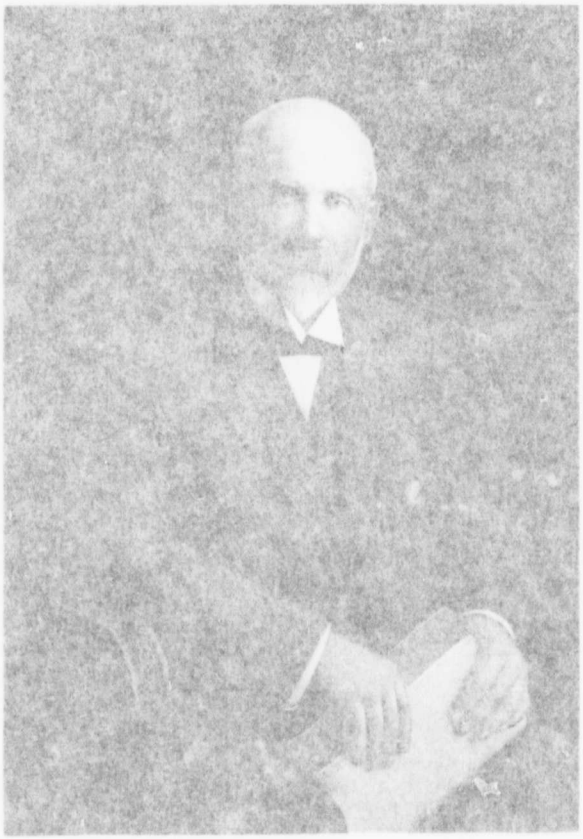
FROM the time when New Westminster was a mere village the well directed activities of Thomas R. Pearson have been factors in its upbuilding, and his initiative spirit, his energy and keen business discrimination are today classed among the most important of its municipal assets. He is local manager for the Dominion Trust Company, Ltd., and in this position and the force of his ability and personality [illegible]. He is moreover, keenly interested in [illegible] and athletic interests which have developed and expanded through the years, making him today a broad and liberally cultured man. He was born at Ottawa, Ontario, on the 21st of May, 1858, and is a son of Rev. Thomas D. and Isabella Pearson, the former a Methodist minister and a descendant through many generations of a line of prominent Methodist clergymen. The maternal branch of this family embraced some [illegible] prominent representatives, notably Hon. John Robson, at one time premier of British Columbia; Rev. Ebenezer Robson, a pioneer missionary, and David Robson, editor of the British Columbian.

Thomas R. Pearson acquired his education in the public schools of [illegible] and at Ontario College in Guelph, from which he graduated at the age of eighteen. He was one of the early settlers in British Columbia, arriving in the province in 1877 and on the [illegible] May of that year. He entered the geodetic field in the service of the Dominion government, serving the department and [illegible] months' service assigned the party of civil engineers [illegible] to be retained until the department was abolished and the [illegible] to the Canadian Pacific Railway Company. The office of the department was removed from Victoria to New Westminster in August, 1879, at which time Mr. Pearson came to the latter city, remaining there until after severing his connection with the government service he turned his attention to mercantile pursuits, [illegible] and insurance business, which he conducted successfully for several years, disposing of his interests in order to enter [illegible] with Charles C. Major. Under the firm name of [illegible] the partners opened a real estate business and gradu-



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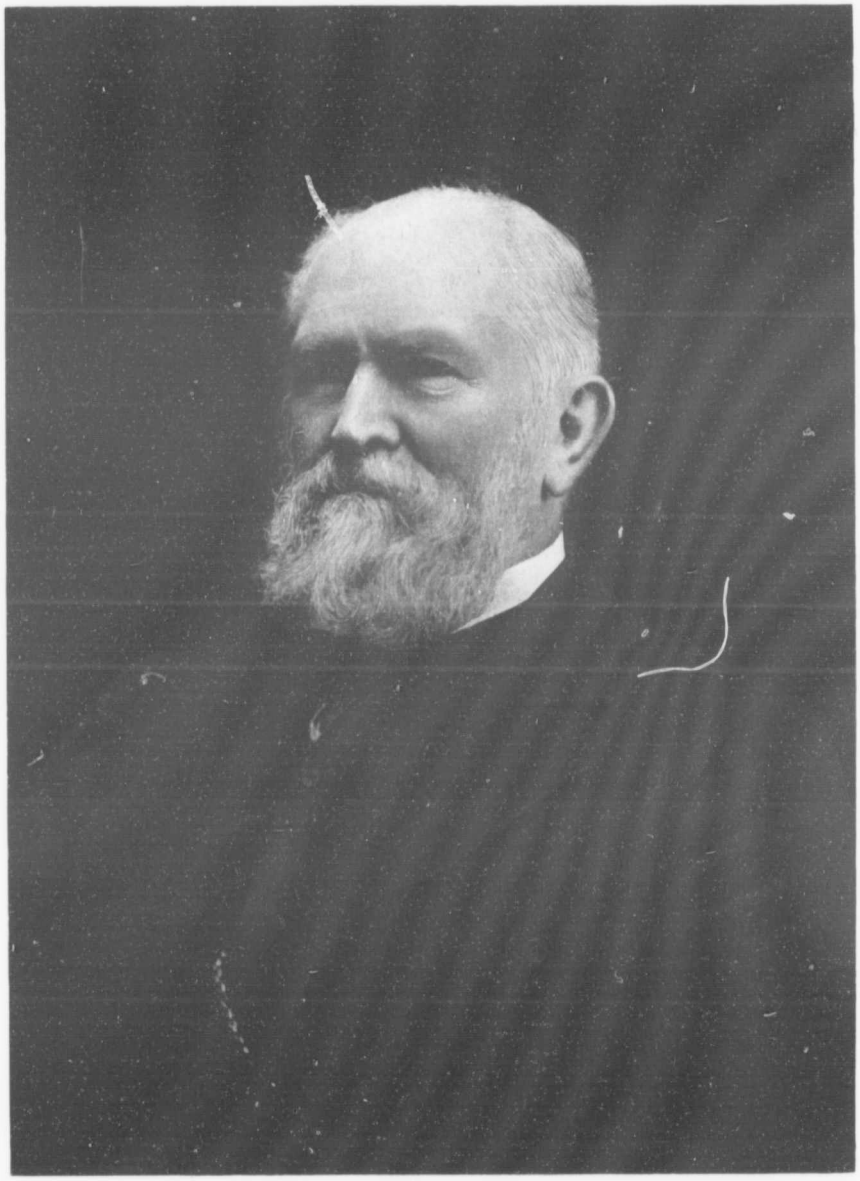
Thomas R. Pearson acquired his education in the public schools of his native town and at Ontario College in Guelph, from which he was graduated at the age of eighteen. He was one of the early settlers in British Columbia, arriving in the province in 1877 and in Victoria on the 5th of May of that year. He obtained employment first in the paymaster's office of the Dominion government survey department and after about five months' service assumed the position of chief accountant, which office he retained until the department was abolished and the work taken over by the Canadian Pacific Railway Company. The head office of the department was removed from Victoria to New Westminster in August, 1879, at which time Mr. Pearson came to the latter city. Almost immediately after severing his connection with the Dominion service he turned his attention to mercantile pursuits, establishing a book and stationery business, which he conducted successfully for some time, later disposing of his interests in order to enter into partnership with Charles G. Major. Under the firm name of Major & Pearson the partners opened a real-estate business and gradu-

ally secured a large and representative patronage, handling a great deal of valuable property and becoming powerful factors in business circles. Shortly after the Dominion Trust Company was formed in 1906 the real-estate and insurance department of Major & Pearson's business became incorporated with it and Mr. Pearson was appointed to the directorate and was made local manager of the company's affairs at New Westminster. He is also a member of the advisory board of the same corporation. He has proved able and efficient in the conduct of the important affairs under his charge and much of the rapid growth of the concern in this city is due to his resourceful business discrimination and enterprising spirit. In addition to his connection with the Dominion Trust Company he is a director in the Pacific Loan Company; in the Royal Agricultural & Industrial Society, of which he was for several years secretary; in the Pretty Timber Exchange and the Vancouver Harbor & Dock Company; and is president of Pearson's Ltd. and of Western Canada City Properties, Ltd. He has invested extensively in local real estate and has also a three hundred and thirty acre farm at Port Hammond, whereon he raises prize stock such as thoroughbred Holsteins, Yorkshire and Shropshire pigs, and fancy poultry. He has exhibited in all portions of the province and has taken a great many prizes. All of his business interests are carefully and conservatively conducted and their extent and importance place him among the leaders in business circles of the city.

Mr. Pearson married, in 1887, Miss Edith Eleanor Major, a daughter of Charles George and Mary E. Major, of New Westminster. Mr. and Mrs. Pearson have three children: Thomas Roy, of Los Angeles, California; Charles Leslie, who lives upon a farm at Port Hammond; and Jeoffrey Carmen, who is attending school. The family occupy an attractive and comfortable residence at No. 715 Royal avenue.

Politically Mr. Pearson gives his allegiance to the conservative party but votes independently when he feels that the best interests of the community demand such action. Although not an office seeker, he has served as notary public and was for two years an alderman, discharging his official duties in an able and conscientious way. In religion he is a devout Methodist and has always been active in church affairs, holding today many important church offices, such as trustee and leader of the choir. He is a musician of considerable ability and for many years has been well known in musical circles, where he today occupies a prominent and honored place. For the past thirty-three years he has been leader of the Methodist choir, which is recognized as

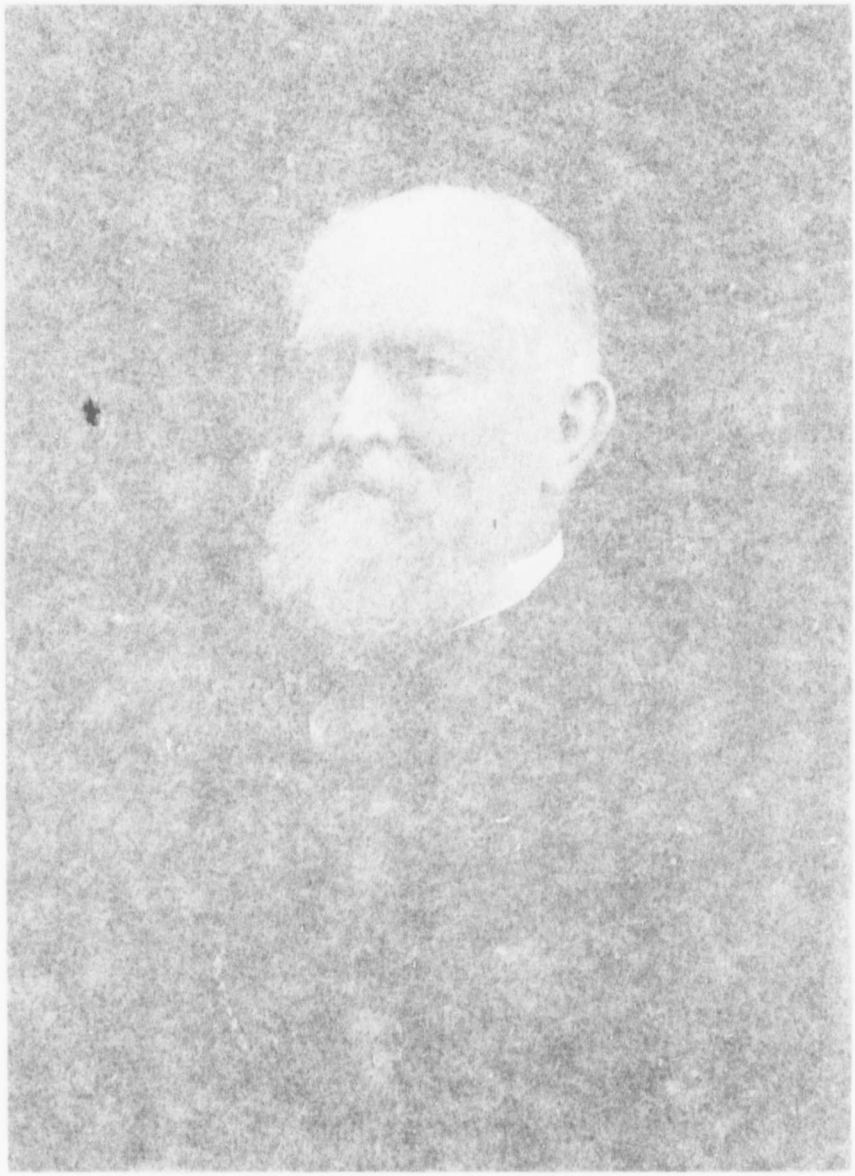
one of the best in this locality. He became identified with its affairs when he was twenty years of age and has given a great deal of time to improving its work. For ten years he was also secretary of the old Choral Union, conducted by the late Rt. Rev. Bishop Silitoe, and he was the first honorary president of the choral society founded by Herbert D. Mackness. His wife also possesses great musical talent and for twenty years was organist of the Methodist church in New Westminster. Mr. Pearson counts his labors in raising the standards of musical appreciation in this vicinity and in the promotion of a more general love of good music not the least of his many achievements for New Westminster, which owes to him a great deal of its rapid advancement along many lines.



Chas. E. Cooley.

Hon. Charles Edward Pooley

ON THE 28th of March, 1912, Hon. Charles Edward Pooley died at Victoria. His death marked the passing of a pioneer in the professional, political, social and athletic life of the capital, a man whose force, power and personality were dominating elements in shaping the direction of development and whose individual success was great enough to place him among the representative men of the city and district where for almost a half century he had made his home. During that time he conducted a large and lucrative practice, was for seven years a member of the provincial parliament and a prominent factor in many phases of athletic affairs, a man of wide interests, forceful personality and important accomplishments. He was born in Upwood, England, February 9, 1843, and was a son of Thomas Pooley, of Huntingdonshire, England, and Sarah, a daughter of Thomas Brighty. He acquired his early education in the Huntingdon and Bedford grammar schools. In 1862, attracted by the gold excitement, he came to British Columbia via Panama, arriving in Victoria on the 9th of June of that year. After a short time spent in prospecting and mining he turned his attention to the study of law and by close application and unremitting industry laid the foundation for his future successful career at the bar. About 1867 he was appointed as registrar general of the supreme court and he held that position until May 1, 1879, traveling over the country with Sir M. B. Begbie. In 1877 he was called to the bar and in 1879 he became a law partner of Hon. A. E. B. Davie, Q. C., under the firm style of Davie & Pooley, which relationship was maintained until the death of the senior partner in August, 1889. He became a member of the Law Society in 1884, serving for many years up to the time of his death as treasurer of that organization. Mr. Pooley's legal career was a remarkably successful one. In 1887 he was commissioned queen's counsel. In the early years of his practice he became known as a strong and able barrister, possessed of keen insight, sound judgment and extensive legal knowledge, and as his reputation grew his patronage extended until he finally controlled an immense volume of business, connecting him



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with some of the most important litigation before the courts of the province. He handled the vast amount of legal business of the Dunsmuir interests on Vancouver island and other important work of a similar nature, his ability in the conduct of these important affairs placing him among the prominent barristers in this part of the province. He was active in business also, being a large shareholder and a director in the Esquimalt Water Works Company and a director in the Colonist Printing & Publishing Company and in many other industrial and commercial enterprises.

A broad-minded and able man, Mr. Pooley's interests extended to many fields but he was especially active in the political life of the province, accomplishing during his twenty-two years as a member of the British Columbia legislature a notable work of public service. He was a member of the fifth parliament, elected for Esquimalt in 1882, and acted as president of the council from 1886 to 1890, serving as speaker from 1887 until 1889 and also subsequently, from 1902 to 1907. He was a member and president of the council from 1889 to 1902 and during this time, in July, 1894, a general election under the new Redistribution act, which was passed during the fourth session of the sixth parliament, sustained the Davie administration and retained Mr. Pooley as president of the council. During the Turner ministry, from 1895 to 1898, he served as president of the council and during the Prior administration, from November, 1902, to July, 1905, was a member of parliament, speaker of the house and president of the council and again under the McBride administration until 1905. During all of this time he took a prominent part in legislation looking toward advancement and reform, proving himself a practical, clear-sighted, keen politician, able to cope with existing political conditions but never sacrificing ultimate good to present benefit. He twice declined the premiership of British Columbia but never refused to give his aid or support to movements looking toward the advancement of the province, and he left the impress of his great ability and forceful personality upon its political history.

Mr. Pooley married, in November, 1869, Miss Elizabeth Wilhelmina Fisher, only daughter of the late William Fisher, formerly a member of the legislature for Esquimalt. Mrs. Pooley survives. Mr. and Mrs. Pooley became the parents of six children: Alice; Hon. Mrs. Victor A. Stanley, who was married in 1896, her husband, the Rt. Hon. Victor A. Stanley, R. N., being the second son of the late Lord Derby, and a brother of the present Lord Derby; Thomas E., who served as a lieutenant in the Strathcona Horse during the South African war and upon the close of hostilities secured a com-

mission in the regular army, being stationed in Egypt; R. H., the present member of the local legislature for the Esquimalt district; Charles; and Violet.

Mr. Pooley served as captain in the Canadian Militia for a number of years and was a member of the Union Club of Victoria. In politics he was a conservative, while his religious faith was that of the Anglican church. His residence, Fernhill, is on Lampson street, Esquimalt. He was a man of magnificent physique, six feet two inches in height and with a powerful frame, and he commanded attention in any gathering. He died March 28, 1912, and his passing was felt as a keen loss in political and professional circles in the province. His name swells the list of men who build for all time and who establish standards of attainment to which their successors must closely adhere if they will not fail in carrying forward the work so well begun.

John McKee

M. H. McKee

John McKee

John McKee, Sr., J. P.

BORN in Killingate House, County Down, Ireland, John McKee, Sr., became a pioneer of British Columbia in 1874, seeking for his family the opportunities which a new country held out. He became one of the foremost citizens of his locality, continuing in increased measure to receive the respect and honor [illegible] who knew him as he had been respected and honored in his [illegible] district before leaving for American shores. He was born [illegible] 18, 1816, and by his death on February 15, 1900, in his eighty-[illegible] year at "Rosetta," British Columbia lost one of its most vener[illegible] pioneers. Prior to his leaving Belfast he was the recipient of a [illegible] illuminated address, which is still at "Rosetta" in the [illegible] of his son John and which is most expressive of the high [illegible] which his neighbors placed upon him and the deep regret [illegible] they felt upon his departure. It is reproduced upon one of [illegible] pages. Mr. McKee was one of the important and prominent [illegible] his community in the old country, there holding public posi[illegible] the duties of which he discharged in a manner that puts him [illegible] a man of splendid character and one who was imbued with [illegible] conception of life.

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Mr. and Mrs. McKee and family came to San Francisco via New York in the spring of 1874 and in the autumn of the same year left there by steamer, bound for British Columbia. After remaining all winter in Sapperton and New Westminster they located in the following spring at what was then known as the East Delta Flats and what is now known as the "McKee Settlement," East Delta. They were among the earliest settlers and remained in the Delta during their entire lives. Mr. McKee became a pioneer in land cultivation, adapting his talents to the peculiar conditions which existed on account of inundation and other conditions which made the reclamation of land most difficult. However, he succeeded in establishing, with the help of his sons, a most profitable farm enterprise and in full measure came to enjoy the fruits of his labors. He was also prominent in political life, his convictions inclining him towards the conservative party. He

was appointed a commissioner of the peace and was a charter member of the Delta municipal council.

Mr. McKee was united in marriage in Belfast, Ireland, in 1835, to Miss Margaret Harris, born May 17, 1818, and a daughter of James Johnston Harris, of Princess street, Belfast, Ireland. She was the youngest and last surviving member of her father's family. A woman of strong religious convictions, she was one of the most regular attendants at church, her faith being that of the Presbyterian denomination, and until within a few weeks of her death she could ever be found at the regular services. For the last seven or eight years of her life she made her home at "Rosetta," Ladner, retaining all her faculties until the last. She was deeply venerated and beloved by all who had the privilege of knowing her and passed away after a useful and active life in her ninety-third year, in 1911. As mentioned before, her husband preceded her in death, also passing away at "Rosetta" on February 13, 1900, in his eighty-fourth year. Of their children the following have passed away: James, who married Mary Finlay, of Newtown Ards, Ireland; Mary Ann, the wife of John W. Allen, of Belfast, Ireland; and Samuel J. and William, of Ladner, both of whom died single. The surviving members of the family are: Robert, who married Mary Heard, of Saanich, Vancouver island; Isabella, the wife of W. E. Curtis; John, who married Margaret Lilla McNeill, of Toronto, Ontario, and of whom more extended mention is made on other pages of these volumes; and David A., whose wife before her marriage was Margaret Vallance, of Hamilton, Ontario, and who is also mentioned more extensively in another part of this work.

Mr. McKee was always deeply interested in religious matters, giving evidence thereof by serving as elder in the Presbyterian church. He took a leading part in establishing church services in East Delta and donated the site of St. Stephen's church there. Viewing his life record from various angles, Mr. McKee was one of the most notable pioneers of his district, ever interested in material, moral and intellectual advancement and ever ready to place his influence and means at the disposal of worthy public enterprises. His memory is still fresh with all who knew him and his name is deeply engraven upon the tablets of local history. A man of character, he was always guided by the highest impulses and his untarnished name is the greatest treasure which he left to his posterity.

Address
TO
Mr. JOHN Mc. KEE,

On the Occasion of his Removal to a distant sphere.

Dear Sir,

We are anxious to express the high esteem with which you have been regarded by many friends who have had intercourse with you over a lengthened period, and it is with extreme regret that we find you are about to leave us, but the family ties and prospects are such as lead us to believe that there is a bright future before you.

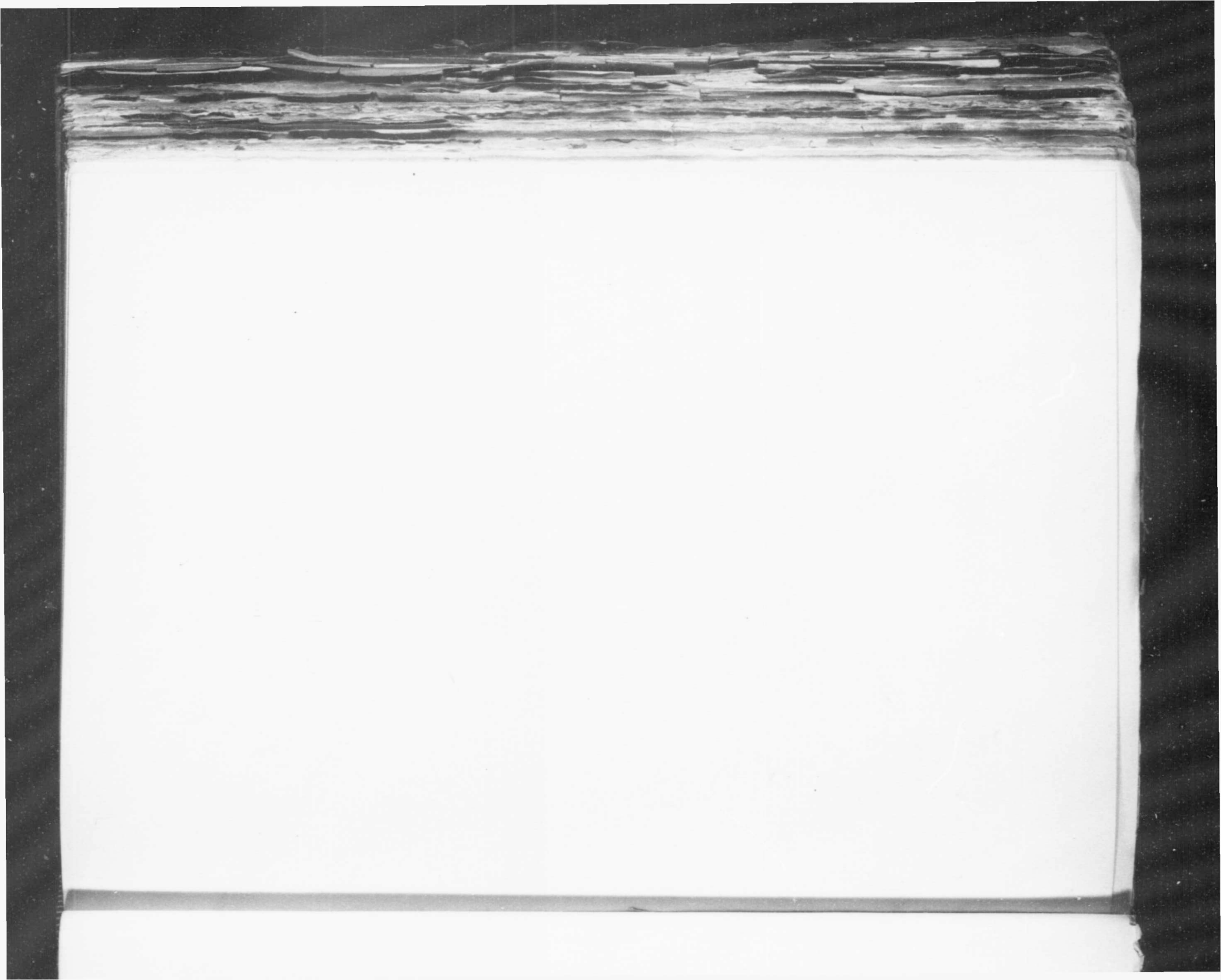
Allow us to say, in this brief Address, that we have always found you, in the various relations of life, a pattern to those with whom you were familiar; and we have no doubt that, in the country to which you are going, your character will be as highly appreciated as it has been at home by us.— As a Guardian of the Poor your course of action was worthy of the highest eulogy, and in every relation of life your conduct has been most exemplary.

In connection with this Address, we wish to present to your amiable wife a small token of our respect; and, on her behalf, we desire you to accept the accompanying Service of of Plate, which, we trust, will be received in the same friendly spirit in which it is bestowed.

Signed on behalf of the Subscribers,

Belfast
17th March 1874

William McKeown — Chairman,
Henrietta MacRae — Treasurer.
James [illegible] — Secretary.



J. R. Gillen

James Rogers Gilley

FOR many years connected with the firm of Gilley Brothers of New Westminster, James Rogers Gilley occupied an important position in the commercial life of his community, being highly regarded by all who knew him for his straightforward business methods and his honorable dealings. His death on August 15, 1906, removed from the city's activities one of its foremost citizens and a man who even in a short span of life had done much to promote the general welfare.

James R. Gilley was born in St. Andrews, New Brunswick, June 12, 1863, a son of Walter and Sarah (Rogers) Gilley. There he was reared and educated but in 1886, when twenty-three years of age, came to British Columbia to join his brothers, Walter R. and H. Gilley, who had located here a few years previously. After his arrival here he engaged in the teaming and livery business in company with his brother Walter at Port Haney for a year. In 1887 they removed to New Westminster, establishing themselves in the same line, and here the three brothers were associated in business for about five years, at the end of which period the livery stable was disposed of, all their attention being given to their teaming. Gradually the present extensive business of Gilley Brothers developed and new lines were taken up, including handling of building materials, coal, crushed rock and sewer pipe, they also becoming in time owners of extensive quarries. The firm gradually built up a business which was second to few, if any, in their line in the province.

In 1900 James R. Gilley returned to New Brunswick for his bride and on the 21st of October of that year was united in marriage to Miss Adelma Dean, a daughter of Rufus P. and Mary (Smith) Dean, of St. David, New Brunswick. Mr. and Mrs. Gilley became the parents of eight children: Reba Sarah; Edgar Richard and Edna Madeline, twins; Rufus Walter; Margaret Evelyn; Beatrice Adelma; Verna Muriel; and Jean Rogers Dean.

Mr. Gilley always took an active interest in fraternal affairs and was a well known member of Union Lodge, No. 23, A. F. & A. M. Aside from his connection with the firm of Gilley Brothers he was inter-

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Mr. Gilley always took an active interest in fraternal affairs and was a well known member of Union Lodge, No. 9, A. F. & A. M. Besides his connection with the firm of Gilley Brothers he was inter-

ested in other commercial enterprises, having made judicious investments as prosperity came to him. He stood ever ready to give his support to any worthy movement that he considered would benefit his adopted city and gave an example of public-spirited citizenship well worthy of emulation. Strictly temperate in his habits, he was upright and honorable in all his dealings and although entitled to prominence and recognition, was modest and unassuming in his demeanor. Frank, open-hearted and genial, he was easily approachable and personally popular, his generous nature making him a favorite among all who knew him. He was always willing to give his share of time and money to any measure that had for its object the good of the community, never taking into consideration if such measures would benefit him financially or not. Naturally his death therefore was a heavy loss to the city of New Westminster, where he died August 11, 1906, the news of his demise bringing sorrow to many a home. Mrs. Gilley, who survives, makes her home in the beautiful residence which he erected on Eighth street shortly prior to his death. She is a woman of many charming qualities and is rarely accomplished and is socially popular among the best people of New Westminster.

A. Blanchard

Hon. Augustus Frederick Pemberton

THE name of Hon. Augustus Frederick Pemberton is closely linked with [illegible] which has created on the pages of [illegible] and its life record there [illegible] interest. He was [illegible] Ireland, about 1805, [illegible] Pemberton, who was Lord Mayor [illegible] Thomas F. Pemberton was also an uncle of Joseph Despard Pemberton, who is mentioned at length on another page of this work. Thomas F. Pemberton was educated for the bar and for several years filled an office in Dublin Castle.

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THE name of Hon. Augustus Frederick Pemberton is closely linked with various events which find record on the pages of British Columbia's history, and his life record therefore cannot fail to prove of general interest. He was born at Clontarf, near Dublin, Ireland, about 1808, and was the youngest son of Joseph Pemberton, who was Lord Mayor of the city at one time. Augustus F. Pemberton was also an uncle of Joseph Despard Pemberton, who is mentioned at length on another page of this work. Augustus F. Pemberton was educated for the bar and for several years filled an office in Dublin Castle.

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Mr. Pemberton came to British Columbia to follow agricultural pursuits, but a more important career awaited him. Chartres Brew, who later became his brother-in-law, had been commissioned by the home government to organize a police department on Vancouver island. Mr. Brew, who was an officer of the Royal Irish constabulary, was drafted for service with the British army in the Crimea during the Crimean war and when that was over was sent out to British Columbia to organize a constabulary in that colony. His ship, the

Austria, was burned in mid-Atlantic. Mr. Brew and a German passenger were picked up clinging to wreckage by a passing ship and carried to South America, whence several months later Mr. Brew arrived in British Columbia where he found that, being supposed to be lost, Mr. Pemberton had been commissioned by Sir James Douglas to organize the police force on Vancouver island (Mr. Brew being commissioned to a similar position on the mainland of British Columbia). In a twofold capacity of commissioner of police and police magistrate, Mr. Pemberton was for several years prefect of the city, which up to that time had depended for the preservation of its peace on the single constable.

Mr. Pemberton was a man well qualified to meet the occasion and the demands made upon him. British Columbia was just upon the threshold of a career of broadening development and rapid growth brought about by the gold discoveries of 1858. The government required a firm and wise hand to control the multitudes which were suddenly landed here. To Mr. Pemberton's conduct and prudence was mainly due the good order which obtained when the city was filled with men to the number of ten thousand who were waiting for the fall of the Fraser river, in order to proceed on their quest for gold, the fame of the mineral deposits of this district having attracted them to British Columbia. Mr. Pemberton was the sole representative of law and order in Victoria. To secure the preservation of peace he appointed a number of colored policemen, with whom the miners at once declared war, carrying their enmity so far as to threaten to throw one of the objectionable officers into the harbor. The miners were rioting at the time and a moment's indecision would have been fatal. It was not shown, however. Mr. Pemberton alone entered between the ranks of the rioters and by his quiet determination compelled them to release the prisoner. In following cases he settled disputes among the Indians for the government, in which position he was most zealous and never displayed the slightest fear. It is not too much to say that next to Governor Douglas there is no man to whom the country is more greatly indebted for the establishment of a law-abiding course than to Mr. Pemberton. As a member of the executive council he retired with the well earned title of Honorable and was granted a pension for life at the time of the confederation of the colony with the Dominion.

Mr. Pemberton was made judge of the county court and was afterwards, in 1872, police magistrate of Victoria, but resigned both offices. He also sat as magistrate in the house of the assembly during Governor Seymour's term. During his career as city magistrate he

was known to be eminently impartial and painstaking, and of his courage and coolness in the hours of extreme danger many interesting stories are told by the early settlers. The manner in which Mr. Pemberton dealt with the Indians in early days gives us an idea of his courageous spirit. He mastered various Indian languages which greatly assisted him in his work. The instance has been recalled that Mr. Pemberton with other gentlemen was at one time living in a cabin in an isolated part of the town. Six thousand Indians were encamped near and some were firing rifles at the cabin. Mr. Pemberton coolly walked out and told the Indians that if they did not stop he would take them to the "skukum" house. He was only one against thousands, but the way and manner in which he spoke had a good effect upon the Indians, who immediately stopped firing. This is only one of many such incidents as might be truly related of him indicative of his bravery and coolness in hours of danger.

In 1861 Mr. Pemberton married Miss Jane Augusta Brew, a sister of Chartres Brew, who had been lost at sea, but was later rescued and arrived safely in British Columbia. Miss Brew had come out from her native home in Tuam, County Galway, Ireland, to keep house for her brother, making the trip by way of the isthmus of Panama and landing at Esquimalt, Vancouver island, whence she walked to Victoria. Soon afterward she met Mr. Pemberton and was married. Three children were born of this marriage, of whom Augusta Jane, the eldest, died at the age of fourteen years. Chartres Cecil, who was born May 18, 1864, and Evaline Mary, now a resident of Halifax, Nova Scotia, survive.

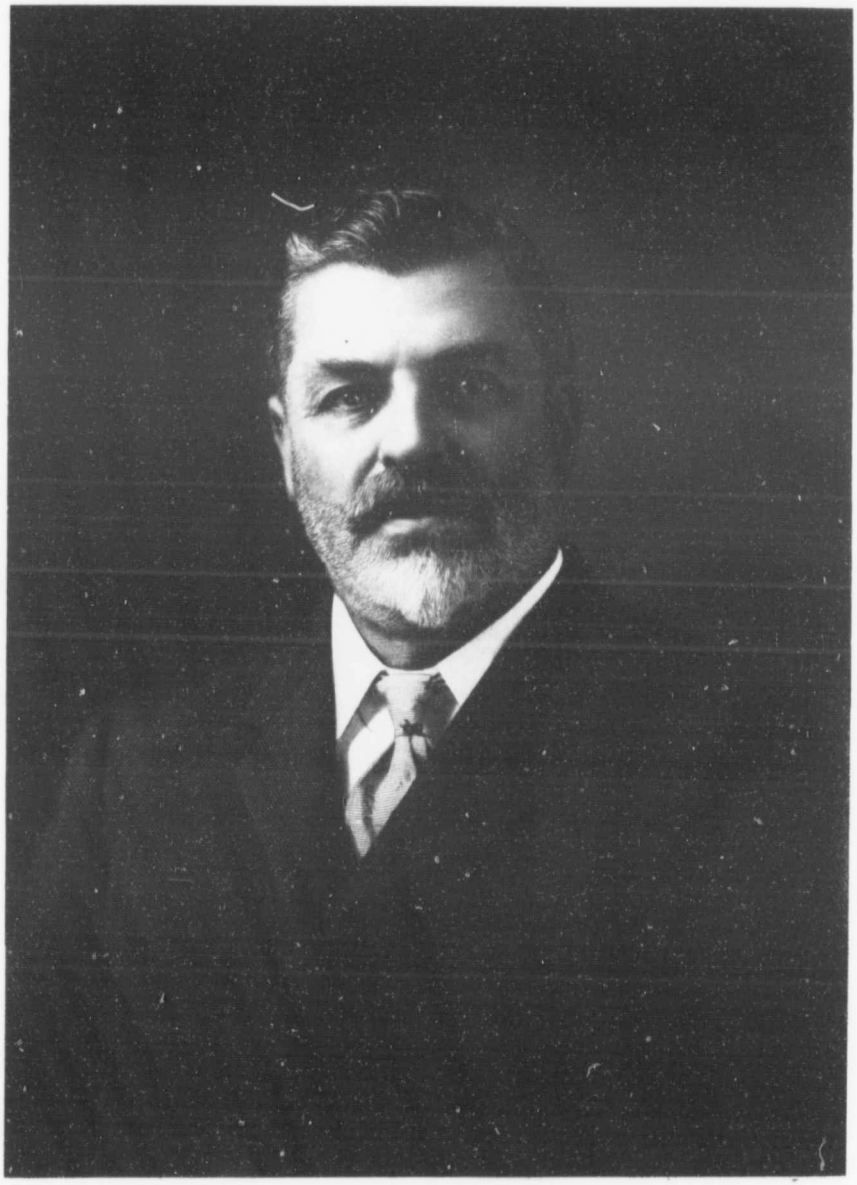
Mr. Pemberton, though living a quiet life, was an enthusiastic sportsman and in his younger days in Ireland was one of the best amateur cross country riders of the Emerald isle. In that country "Pemberton's Leap" was spoken of for many years as the greatest ever made.

Mr. Pemberton was prominent in the establishment of the Reformed Episcopal church, of which he was a regular attendant and member until his death. He was church warden of the first Christ's church (afterward destroyed by fire) and prominently associated with the building of the present cathedral. He was a man of very strong religious views, doing all in his power to advance the cause of freedom in religious thought which he championed. Upon resigning as police magistrate he retired from active life. His death occurred October 18, 1891, when he was eighty-three years of age, and his wife passed away in June, 1889. His son, Chartres Cecil, second child in order of birth and now engaged in the real-estate business in Victoria,

was born in this city May 18, 1864, and was educated in the public schools and grammar school of the Reformed Episcopal church and under the private tuition of his tutor, Robert Williams.

He was articled in the office of Drake & Jackson, solicitors, and was called to the bar of British Columbia in July, 1889. He began practice as a member of the firm of Walker & Pemberton, with which he continued until 1892. He then practiced alone until 1899, when he went to the Yukon to enter upon the active work of his profession and while there filled the office of postmaster, acting at Lake Bennett until that postoffice was abandoned. In the latter part of 1900 he returned to Victoria and withdrew from law practice to engage in the real-estate business. He first conducted a general agency business, insurance, conveyancing, collections, etc., but in more recent years he has been operating a general real-estate business, operations being confined largely to Gonzales Hill, which is the choicest residence section of the city, and of this section he has handled the greater part. He is now managing director of The Gonzales Realty Company, Limited, and devotes most of his time to the real-estate business.

Mr. Pemberton has, however, other important interests and activities. He is a member of the Natural History Society, is a member of the Native Sons of British Columbia, a member of the Political Equality League and is a strong conservative. His religious faith is that of the Reformed Episcopal church. His record is a credit to an honored family name and his position as a business man and citizen is alike irreproachable and enviable.



P. P. Jones

John James Jones

A POWER in financial circles [illegible] the Westminster Trust [illegible] stands for civic righteousness [illegible] public-spirited citizens [illegible] the foremost and most useful [illegible] men. The [illegible] been achieved unaided and entirely [illegible] from a humble position to the [illegible] among the bankers of this city. [illegible] born in Carnarvonshire, November 9, 1854, and is a son of John and Anna (Ellis) Jones, both natives of the same part of the rock-ribbed principality of Britain's west coast. There the mother passed away, having spent all her life among the story-haunted hills of her birthland, but the father still lives, enjoying fair health at the advanced age of eighty-eight years and spends the evening of his existence in contemplation and retirement.

John James Jones was reared under the parental roof and was early taught modesty, industry and honesty by his worthy parents. He acquired his education in the schools of his native district and also at the Liverpool Institute, although he had worked in the slate quarries in north Wales before entering the latter institution. After completing his studies he was offered and accepted the position of assistant manager of one of the quarries, in which capacity he remained for about five years, thriftily [illegible] his earnings in order to embrace [illegible] offer. During these years Mr. Jones [illegible] Miss Jane Owen, a daughter of Captain Owen of Bangor, north Wales. In 1881 he undertook the most eventful step in his life by crossing the ocean to the Dominion, and upon his arrival in Canada was made slate inspector at New Rockland, Quebec. There he subsequently engaged in slate roofing and contracting until in 1891 he [illegible] the call of the west in order to profit by the opportunities [illegible] the courageous and enterprising. Coming to British Columbia he located in New Westminster, to which place he had been called as manager of the slate quarries at Jarvis Inlet, and remained in that position for four years.

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A POWER in financial circles as managing director of the Westminster Trust Company and a man who stands for civic righteousness as do few of the most public-spirited citizens, John James Jones is one of the foremost and most useful of New Westminster's men. The more credit is due him as his success has been achieved unaided and entirely by his own efforts. He advanced from a humble position to the paramount place which he now holds among the bankers of this city. He is a native of north Wales, being born in Carnarvonshire, November 9, 1854, and a son of John and Anna (Ellis) Jones, both natives of the same part of the rock-ribbed principality of Britain's west coast. There the mother passed away, having spent all her life among the story-haunted hills of her birthland, but the father still lives, enjoying fair health at the advanced age of eighty-eight years and spends the evening of his existence in contemplation and retirement.

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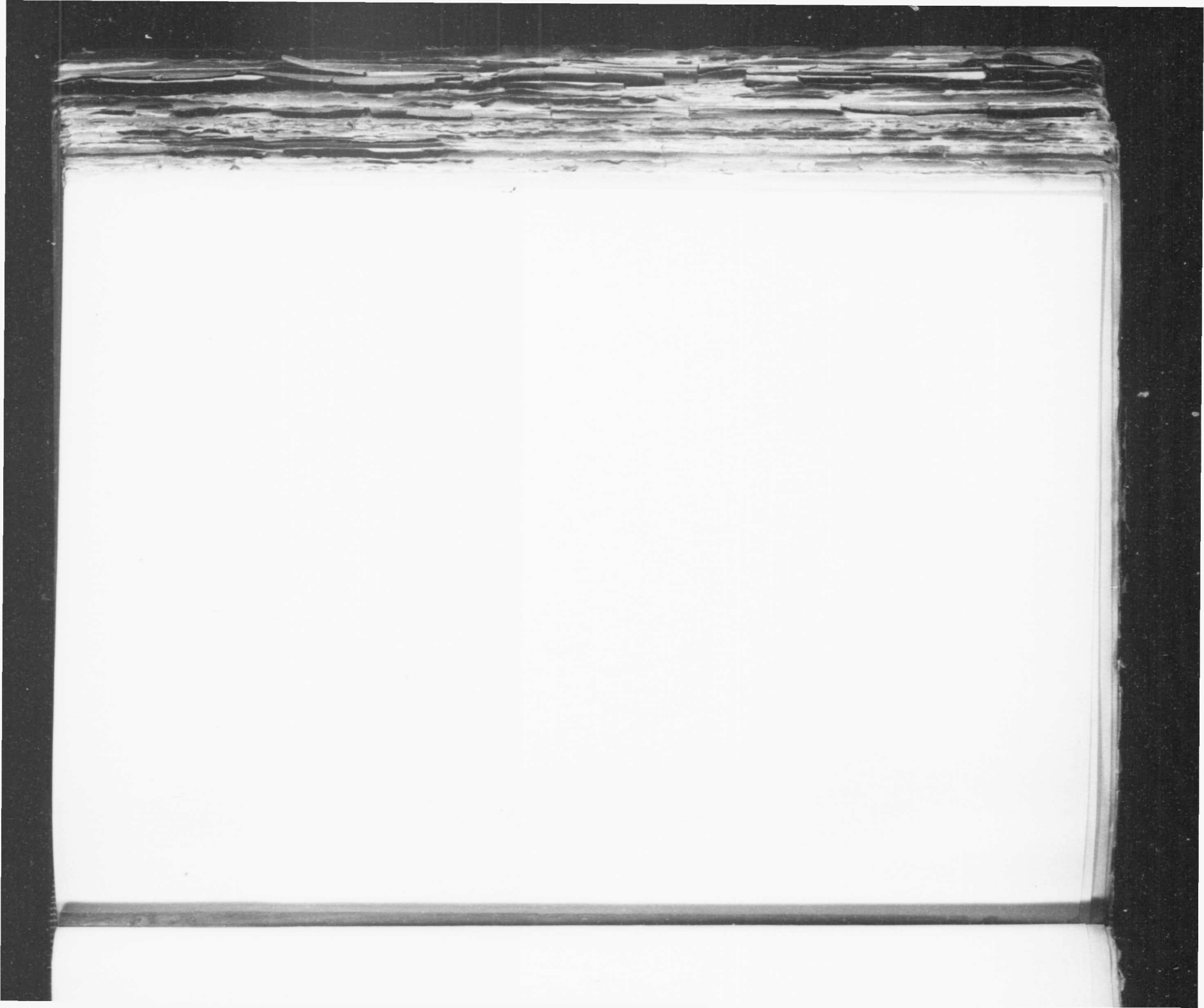
or until the time of the financial depression which affected all of the American continent. Operations were then suspended and Mr. Jones was made by the courts liquidator of the firm's affairs, whose operations he had largely guided. After the closing of these transactions and settlements had been made Mr. Jones engaged in the timber business, along which line he was very successful. Five years ago, however, he disposed of his important lumber holdings and has since given his time to the management of his financial and property interests, which are very extensive. In 1911 he was made managing director of the Westminster Trust Company, in which capacity he is now serving. Earnest, able, conscientious, shrewd and progressive, he has done much toward promoting and extending the interests of this financial institution whose late growth has been largely due to his able direction. His long and extensive experience along various lines and his insight into human nature and the springs of human conduct enable him to judge conditions and situations correctly and there is practically no error which could be laid at his door as regards the administration of the bank's affairs. Careful and conservative in directing the investments of the institution, he is ever watchful of the interests of his depositors, while on the other hand he shows a progressive tendency in extending credit to new worthy industrial enterprises which may contribute to the growth of the city. There is no detail of operation in his business which he does not consider worthy of his attention and he is ever ready to receive suggestions from even the humblest of his employes, while his office is as accessible to debtor as it is to creditor.

As is but natural, the aid and assistance of Mr. Jones have been solicited along other lines and he has also made judicious investments in such directions, helping along new industries and extending public facilities to new or struggling municipalities. He is president and managing director of the Elk Creek Water Company at Chilliwack and holds the same positions in regard to the Okanagan Telephone Company.

The home life of Mr. and Mrs. Jones is an ideal one and both of them are ever active in promoting worthy enterprises which will be of permanent value to their city. Both are members of the Church of England and for the past fourteen years Mr. Jones has been warden of the cathedral here. Mr. and Mrs. Jones have five children: Mary Elizabeth, the widow of the late W. H. Edmonds, formerly registrar of Kamloops; Elizabeth Catherine, at home; Jane Ann, who married Sydney C. Burton, manager of the Kamloops Trust Company of Kamloops; Hugh L.; and Frederick Edwin, who, in connection with the Loyal Order of Moose, holds the position of secretary.

As member of the Westminster Club, Mr. Jones finds occasion to cooperate with those men who are ever considerate of the future of the city. Progress is his watchword and he does apply it not only to his private interests but as eagerly takes up any measure that may benefit the public welfare if it promises to be of permanent value. His success lies not so much in the powerful position which he has attained as one of the wealthy men of New Westminster but in the beneficial effect his actions and his success have had and yet have upon the growth of the city. From that point of view his life proves of the greatest value and his actions highly merit the esteem, respect and confidence which are readily conceded to one whose loyalty to general interests may be said to be proverbial.



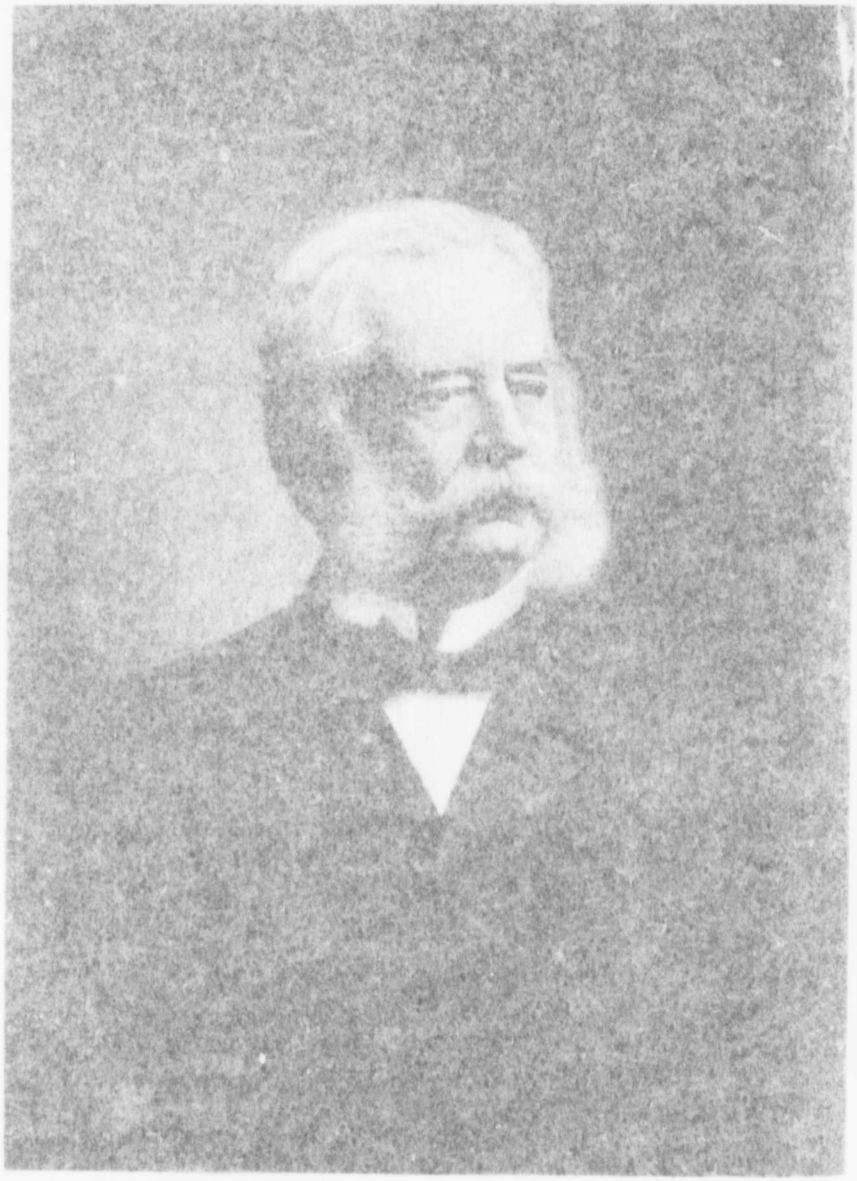
J. Hamilton Gray

Hon. John Hamilton Gray, D. C. L.

HON. JOHN HAMILTON GRAY, who died in Victoria June 5, 1880, in the thirteenth year of his distinguished service as justice of the supreme court of British Columbia, was known in this province as a resident of New Brunswick, where he long resided, and was [illegible] commanding ability, force, energy and capacity for a public spirit which he made the basis of unusual work in the public service. His life brought to him distinction at the bar, preeminence on the bench and honor in politics and his death deprived British Columbia of one of her leading and foremost citizens.

Judge Gray was born at St. George, Bermudas, in 1814, and was descended from an old English family. He was the grandson of Joseph Gray, a United Empire Loyalist of Boston, Massachusetts, who settled in Halifax at the termination of the American revolution. Mr. Gray's father, William Gray, was for many years Her Majesty's consul in Virginia.

Hon. John Hamilton Gray acquired his education at King's College, Windsor, Nova Scotia, from which he was graduated A. B. in 1833. He afterward studied law and was called to the bar of New Brunswick in 1837, beginning immediately the practice of his profession and meeting with constantly increasing success. He was made a queen's counsel in 1848 and three years later received the degree of D. C. L. from the University of New Brunswick. [illegible] widespread recognition and his [illegible] carried forward into important relations with public life. He was essentially progressive in matters of citizenship and a liberal-minded and keen-sighted politician. From 1851 to 1854 he served as a member of the executive council of New Brunswick and again from 1856 to 1857. In the former year he was appointed attorney general of the province, serving one year, and in 1866 he was made speaker of the house, serving from that time until the Union. Other public honors and distinctions came to him during this period of his career. In 1854 he served as chairman of a commission for inquiring into the affairs of King's College, Fredricton, and for popularizing that in-



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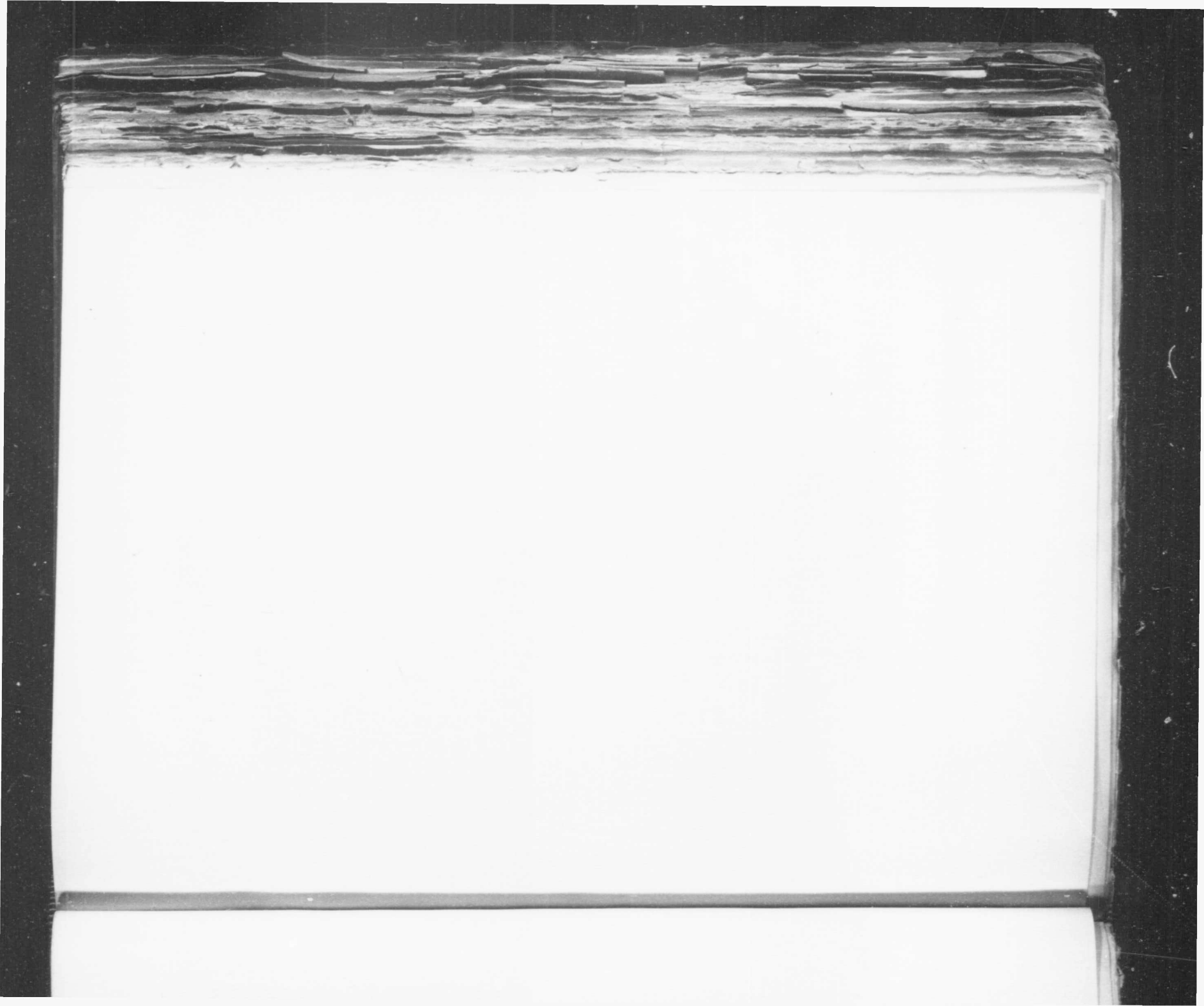
stitution, and in the following year was given a special patent of rank and precedence from her majesty as an ex-councillor, carrying the title of Honorable. In 1857 he had the honor of being appointed umpire between Great Britain and the United States under the treaty of Washington and for his services received the approval and thanks of Her Majesty's government through Lord John Russell, then secretary of foreign affairs. In 1860 he was appointed Her Majesty's commissioner under the great seal to settle, in conjunction with Hon. Mr. Howe and Hon. Mr. Ritchie, the tenant rights in Prince Edward Island, and four years later became identified with the Charlottetown Confederation Conference, serving in the same year in the conference at Quebec. He was chairman of the committee of supply in the house of commons in 1867-68 and during the same year was appointed arbitrator for the Dominion under the one hundred and forty-second section of the British North American act. Judge Gray made a distinguished record in the New Brunswick legislature, for his statesmanship was of a high order and was supplemented by ability, force and power of personality. He initiated and carried forward a great deal of important legislation, championing many measures of vital benefit to the province. He introduced and carried through the New Brunswick parliament an act giving committees of the legislature judicial powers in investigations in relation to public offices and public works, an act authorizing magisterial investigation in cases of fire without preliminary complaint on oath and an act enabling parties sustaining damage by the negligence or default of the commissioners of government railways to maintain an action against the government. He was an ardent supporter of all measures to promote railway construction and a constant advocate of the Inter-colonial Railway scheme and the union of the provinces. Much legislation of the most vital importance to the welfare and advancement of New Brunswick bears the stamp of his name, which during the period of his activity there swelled the list of the able public men of the province. When he left New Brunswick and came to British Columbia he immediately took the position here to which his ability and accomplishments entitled him. In 1876 he was appointed to the vacant justiceship of the supreme court of British Columbia, serving in that position until his death, which occurred June 5, 1889. During the last year of his life he was appointed a member of the commission that went to Washington in order to arbitrate the Behring Sea difficulties then pending. In the high office which he held for thirteen years in British Columbia he proved a wise and capable incumbent, clear-sighted, broad-minded and progressive and actuated always by a sense of his personal respon-

sibility to the people of the province. Death cut short his able service in 1889 and his loss has proven an irreparable loss to the province.

In 1845, in Dublin, Ireland, Judge Gray was united in marriage to the eldest daughter of Lieutenant Colonel Ormond, of Her Majesty's Thirtieth Regiment of Foot. Judge Gray was an author of some reputation, having written several interesting and learned essays and articles, principal among them being the History of the Canadian Confederation. In New Brunswick he was lieutenant colonel commanding the Queen's New Brunswick Rangers, vice president of the Dominion Rifle Association and for many years president of the St. George Society of St. John. He was a stanch conservative in his political beliefs and advocated the party's doctrines upon all occasions, believing them to be conducive to the permanent welfare of the community. He sought always the public good before personal benefit and in so doing won distinction and honor and a position among the men of British Columbia who aided in building up and developing the province.



John McKee

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JOHN McKEE, one of the distinguished citizens of Ladner, is now living retired on his beautiful homestead, "Rosetta." For many years he was actively connected with the agricultural development of this section and was also for some time prominent in commercial life, being engaged in the grain and farm produce business in Ladner. Mr. McKee is a native of Ireland, where his birth occurred in County Down on the 17th of June, 1850. His parents were John and Margaret McKee, who in the fall of 1874, with their family, came to British Columbia via San Francisco, spending the winter of that year at Sapperton. In the spring the family came to East Delta, purchasing land in what is now known as the McKee Settlement, and there engaged in farming. The father died in 1909 and the mother in 1911. More extended mention is made of the father and mother on other pages of this work.

The education of John McKee was acquired in the schools of County Down and Belfast. When nineteen years of age he accompanied his parents on their emigration to the American continent, and after they had located their farm in the spring of 1875 he assisted his father in the cultivation of the land. At that time this section of the country was during a large portion of the year under water, which made it practically impossible to obtain results during the remainder of the time, the land being subject to inundation from the salt water of Boundary bay. The farmers were compelled during that time to wear rubber boots all the year around and the horses had to be shod with wooden shoes to keep them from sinking into the marshy ground while being put to the cultivation of the land. The McKee family and they immediately began the construction of ditches over their newly located farm, and, when they had a small tract of land reclaimed against inundation, they began to prepare it for cropping. Gradually they succeeded in placing their entire holding under cultivation. In the earlier years their crops were naturally small, but as they extended their operations, harvests were more remunerative and returns more gratifying. Mr. McKee also assisted with the building of the residence and barns, being associated with his father in the operation

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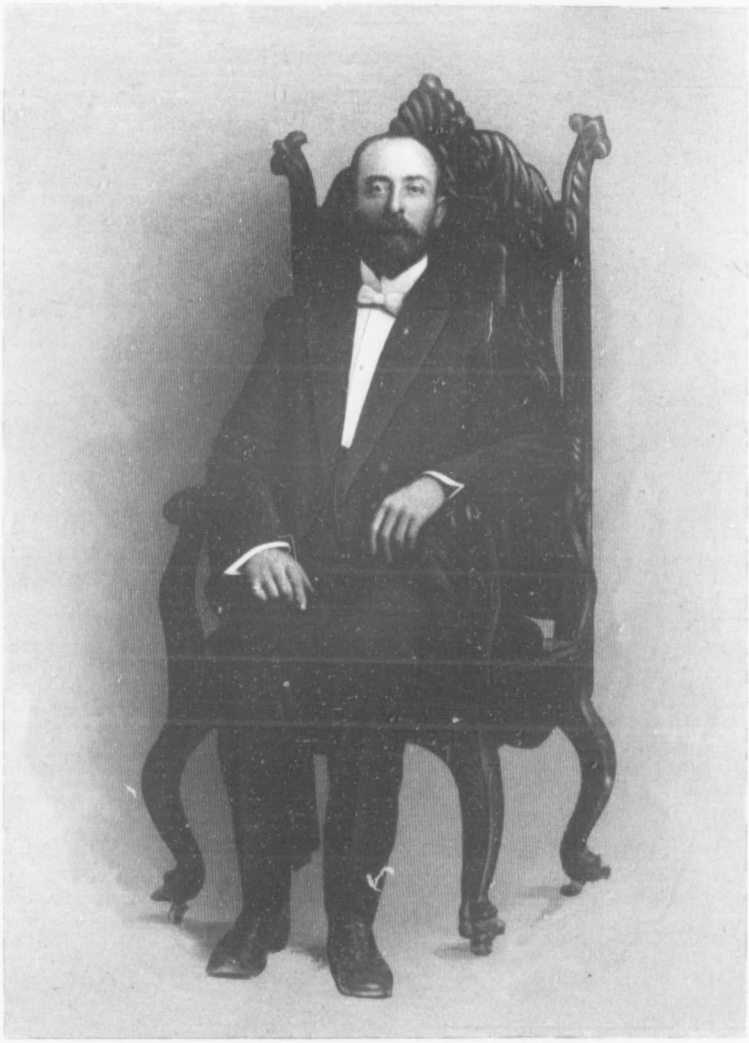
of the farm until the property came into his possession. He withdrew from active farming in 1889 and for nearly ten years thereafter engaged in the meat and general produce business with gratifying success. In 1912 he rebuilt the old home, "Rosetta," providing it with all modern conveniences and making other improvements. He continued to reside there, enjoying the leisure which his former labors have made possible, and without doubt finds his greatest satisfaction in the thought that his attainments are the well merited reward of his own efforts.

In October, 1903, Mr. McKee was united in marriage to Miss Margaret Lilla McNeill, a daughter of William and Margaret McNeill, of Dublin, Ireland, and granddaughter of Daniel and Mary (Peele) Dewar, the former of Perthshire, Scotland, and the latter of Durham, England. A brother of Mrs. McKee is Judge McNeill, of Macleod, Alberta.

Mr. McKee has always taken an active interest in local politics and has been a member of the municipal council practically since Delta municipality was established. He also has the distinction of having served as reeve for three terms. At present he is discharging the duties of magistrate of Delta municipality and has also been honored by appointment to the position of justice of the peace, filling both offices in a most creditable manner. He is a charter member of the Delta Board of Trade. Mr. McKee takes a deep interest in religious and educational matters, serving at present as elder of the Presbyterian church and member of the board of Westminster Hall Theological College, Vancouver. He is one of the foremost citizens of his district, worthily perpetuating a name which has long been honored on this side of the Atlantic as well as in the Emerald isle.



Alfred Williams

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ALFRED WILLIAMS, one of the foremost consulting engineers of the Pacific coast and a man who has left traces of his work in various parts of the Dominion, is considered one of the authorities on engineering in the Dominion. Of late he has made his home in Vancouver, where he has been connected with some of the most important building projects and has also done work of paramount importance in neighboring cities. His wide experience in all kinds of municipal and private work and railway construction has prepared him especially for investigating work and acting as arbitrator upon important cases, and he has become recognized so widely that his opinions and reports are in great demand and highly valued, his whole time of late being given to important investigations which often involve hundreds of thousands of dollars. Mr. Williams is a native of England, being born in Worcester on October 6, 1865, and is a son of John and Sarah Ann (Dudley) Williams, both natives of that city. The father was for many years director of public works in London and passed away in October, 1907. The mother now makes her home in Birmingham, England.

Alfred Williams was reared amid the refining influences of a cultured home and received his professional education at the Birmingham School of Arts and the London City Guilds, graduating from the former in 1887 with the degree of C. E. When only nineteen years of age he was already supervising engineer for the excellent municipal buildings and the Grand Theatre of Birmingham. On completing his course he became an assistant engineer for the city of Manchester and the borough of Salford, holding this position several years. He was chief engineer on the construction of the Manchester sewer system, doing important and original work on the line—a system which is at present being practically duplicated in Vancouver. He then engaged with the Lancashire & Yorkshire Railway as engineer in the department of bridges and buildings and was engaged in the building of signal cabins. He put in the block system and signal service on that road, installing

Alfred Williams

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ALFRED WILLIAMS, one of the foremost consulting engineers of the Pacific coast and a man who has left traces of his work in various parts of the Dominion, is considered one of the authorities on engineering in the Dominion. Of late he has made his home in Vancouver, where he has been connected with some of the most important building projects and has also done work of paramount importance in neighboring cities. His wide experience in all kinds of municipal and private work and railway construction has prepared him especially for investigating work and for acting as arbitrator upon important cases, and he has become recognized so widely that his opinions and reports are in great demand and highly valued, his whole time of late being given to important investigations which often involve hundreds of thousands of dollars. Mr. Williams is a native of England, being born in Worcester on October 6, 1865, and is a son of John and Sarah Ann (Dudley) Williams, both natives of that city. The father was for many years inspector of public works in London and passed away in October, 1912. The mother now makes her home in Birmingham, England.

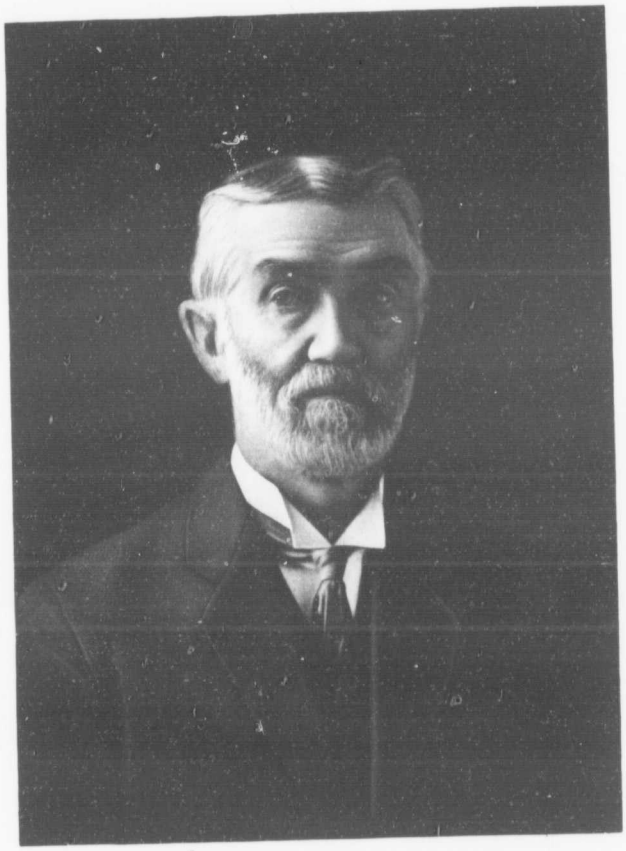
Alfred Williams was reared amid the refining influences of a well-to-do home and received his professional education at the Birmingham School of Arts and the London City Guilds, graduating from the latter in 1887 with the degree of C. E. When only nineteen years of age he was already supervising engineer for the erection of the municipal buildings and the Grand Theatre of Birmingham. Upon completing his course he became an assistant engineer for the city of Manchester and the borough of Salford, holding this office for several years. He was chief engineer on the construction of the Manchester sewer system, doing important and original work along that line—a system which is at present being practically duplicated in Vancouver. He then engaged with the Lancastershire & Yorkshire Railway as engineer in the department of bridges and stations and was engaged in the building of signal cabins. He put in the entire block system and signal service on that road, installing

signal cabins with as many as three hundred levers. In June, 1903, Mr. Williams came to Toronto and engaged in private practice as consulting engineer, at that time having important contracts in Toronto, Ontario, and Montreal, spending seven years in the east. He built three of the largest exhibition buildings for Toronto, the nine-story reinforced concrete Darling building of that city, the first of this kind of construction to be built in Canada, and the Bell Telephone building at Toronto, besides many other important public and municipal structures in Ontario. He was also retained for the Canadian H. W. Johns-Manville Company and while associated with this concern was engineer in the installation of the St. Thomas (Ont.) municipal heating plant, the St. Thomas Packing Company's cold storage plant, the William Davis Cold Storage Company's plant, the Toronto University heating plant and the heat distributing and power plant at McGill University, Montreal. He is a member of the Engineers Club of Toronto, which is connected with the faculty of the university of that city. He has since written and read many articles on engineering problems for the university and the public.

In May, 1910, Mr. Williams came to Vancouver, his first work being the large Metropolitan building, which includes the beautiful Terminal City Club. It is one of Vancouver's largest and finest office buildings. He has had entire charge of the construction of this building from beginning to end, and since, has erected many other large office and apartment buildings in this city. He has now finished projects for two fine ten-story buildings which will probably be erected within the coming year and has just completed the Grauer block at Eburne, which is the largest and most modern building in that town. He is the owner for Canada of the Jester fireproof partitions, which are patented and, being only two inches thick, are a great space saver while strictly fire and sound proof. These partitions are now being installed in the new, beautiful apartment house, Grace Court, at the corner of Comox and Cardero streets, and several other large buildings in Vancouver. For the past year Mr. Williams' whole efforts have been given to his consulting practice and to supervising, investigating and arbitration. His wide experience makes him an authority upon all subjects that have to do with engineering and his opinions are accepted as definite by the profession. He has given decisions in most important cases where large sums of money have been involved, and his opinions have always satisfied both contending parties. Moreover, Mr. Williams is president of the Colonial Sash & Door Company at Huntingdon, British Columbia, a young and growing enterprise.

In Manchester, England, on March 29, 1885, Mr. Williams was married to Miss Elizabeth Sanders, a daughter of William Sanders, a prominent stone contractor of Manchester. Mr. and Mrs. Williams are the parents of two children: Annie, the wife of Shadrick Jones, of Vancouver, formerly of Toronto; and Alfred Thomas Pearson, attending Langara private school.

In his political affiliations Mr. Williams is a conservative, stanchly upholding the principles of that organization, and a member of the Conservative Association of Vancouver. As a member of the Commercial Club of this city he often finds occasion to break a lance for progressive measures that will open new avenues of trade for the city. His religious faith is that of the Church of England. He is a member of the Sons of England Society of Vancouver, a member of the blue lodge of Masons and, along professional lines, of the Engineers Club of Toronto. He has made most valuable contributions to the upbuilding of Vancouver and the surrounding district and his success is such that his methods are of interest to the profession. An analyzation of his life record shows that he has based his actions upon the rules which govern strict and unswerving integrity and unflagging industry. Besides being one of the foremost engineers, he is a business man of the modern type, shrewd, able, progressive and straightforward, careful of his own interests, considerate of those of others and influenced at all times by the thought of the broader effect which his work has upon the growth of his community. Vancouver has immeasurably grown under his stimulating activities as his valuable work goes on, his loyalty and love for his adopted city grows in him, bearing rich fruit in realizing valuable public projects.

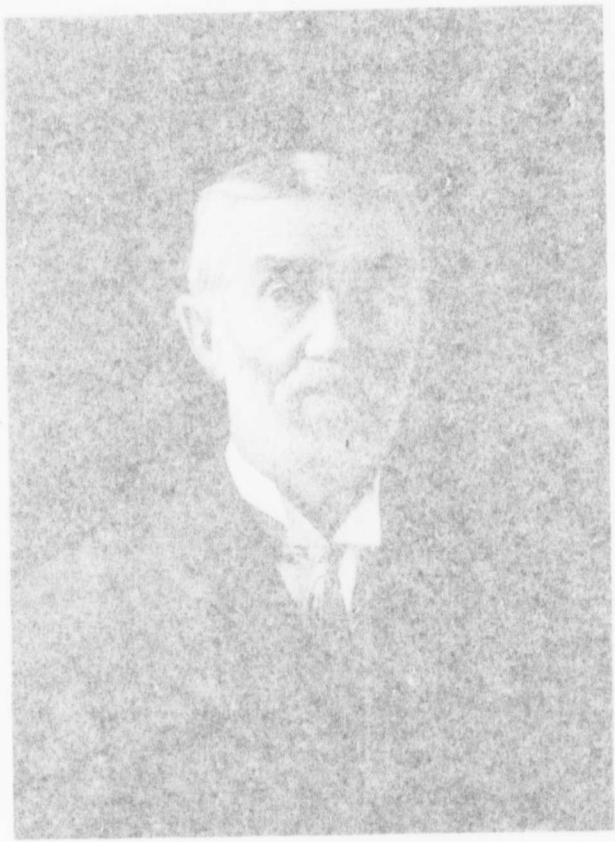


A. G. Major

Charles George Major

ALL honor is due to the pioneer settlers who, penetrating into the western wilderness at a time when the natural resources of the country had not attracted them, laid the foundation for the present prosperity and greatness of the province. Among these worthy pioneers George Major of New Westminster is prominently mentioned. His name, however, figures in connection with many events in various sections and he relates many interesting incidents of the early days and of pioneer conditions as well as of later-day progress. More than a half century has come and gone since he arrived in New Westminster and traveled with pack animals through the mountains from the mines to the market. There was at that time little to break the silence which brooded over the country between camp and settlement and little indication that this district was soon to become a populous and prosperous region. His youth had been passed in the east and in early manhood he arrived in British Columbia, which has since been the scene of his labors. His birth occurred in Ontario, in 1839, his parents being Richard and A. M. (Johnson) Major, both of whom were natives of England. Attracted by the opportunities of the new world they crossed the Atlantic to America in 1830 and took up their abode upon a tract of land five miles from Sarnia, Ontario. There he followed both farming and blacksmithing and a life of intense and well directed activity brought him a substantial measure of success. He and his wife were members of the Church of England and their lives were in consistent harmony with their professions. The father died at the age of forty-nine years, while the mother, being well preserved, reached the age of seventy-six. Their family numbered seven children, of whom only two are now living.

At an unusual age Charles G. Major entered the public schools, which afforded him his entire educational opportunities save that in the school of experience he has learned many valuable lessons. He was quite young when he began earning his own living and he has fully won the right to be called a self-made man. For four years he was an apprentice in a dry-goods business under the late Hon. Robert Robson and his brother. His contract called for forty dollars in



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ALL honor is due to the pioneer settlers who, penetrating into the western wilderness in order to enjoy the natural resources of the country and establish homes, laid the foundation for the present prosperity and greatness of the province. Of this class Charles George Major of New Westminster is a representative. His name, however, figures in connection with historic events in various sections and he relates many interesting incidents of the early days and of pioneer conditions as well as of later-day progress. More than a half century has come and gone since he arrived in New Westminster and traveled with pack animals through the mountains from the mines to the market. There was at that time little to break the silence which brooded over the country between camp and settlement and little indication that this district was soon to become a populous and prosperous region. His youth had been passed in the east but in early manhood he arrived in British Columbia, which has since been the scene of his labors. His birth occurred in Ontario, in 1839, his parents being Richard and A. M. (Johnson) Major, both of whom were natives of England. Attracted by the opportunities of the new world, they crossed the Atlantic to America in 1830 and took up their abode upon a tract of land five miles from Sarnia, Ontario. The father followed both farming and blacksmithing and a life of intense and well directed activity brought him a substantial measure of success. Both he and his wife were members of the Church of England and their lives were in consistent harmony with their professions. The father died at the age of forty-nine years, while the mother, long surviving him, reached the age of seventy-six. Their family numbered eight children, of whom only two are now living.

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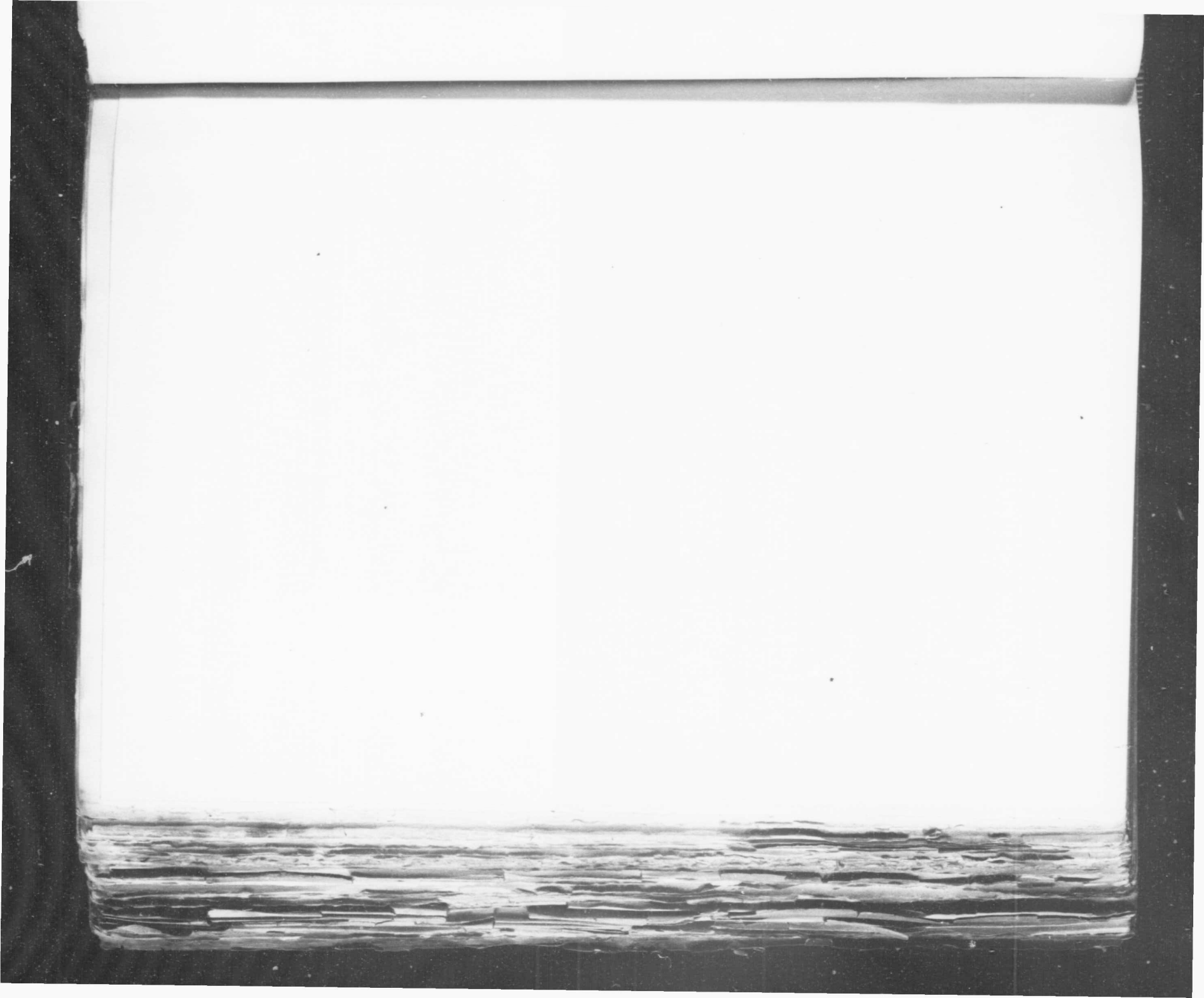
compensation for his first year's service, sixty dollars for the second and one hundred dollars for the third year, in addition to his board, but his employers recognized the fact that his unfaltering industry, his close application and his thorough reliability merited a higher wage, which was accordingly given him. In fact, the year following the completion of his apprenticeship brought him a larger salary than that of any other clerk in the store. With the discovery of gold along the Fraser river in 1858 attention was drawn to this section of the country and many men, young and old, flocked to the west, hoping to rapidly win a fortune in search for the precious metal. Mr. Major was among the number and on the 1st of June, 1859, reached New Westminster, coming here by way of the isthmus of Panama. In 1860, in company with the late Hon. John Robson, he cleared a great part of the New Westminster townsite. Two years later, or in 1862, he went to the Cariboo mines, remaining in that district during the years 1862-3-4. He was employed by the express company, traveling with pack horses, which carried gold to the markets, and in March, 1864, drove the first four-horse stage through the canyons on the Yale-Cariboo road. In 1864 he returned to New Westminster, where he embarked in merchandising in connection with John S. Clute, and when his partner left British Columbia for Missouri in 1870 Mr. Major became sole proprietor of the business and so continued until 1887, when he retired from merchandising and invested his capital in real estate. His operations in that field have proven very profitable, for his purchases have been judiciously made, after which he has awaited favorable opportunity for sale. Before it was known that Vancouver was to be the terminus of the Canadian Pacific Railroad Mr. Major purchased considerable real estate there and the rapid growth of the city has been the source of its continuous rise in value. He sold much property there at a very gratifying figure and he still owns considerable real estate in Vancouver as well as in New Westminster. He makes insurance a branch of his business and besides he is the government administrator for the district of New Westminster, extending as far as North Bend. Among other interests Mr. Major is a director of the New Westminster & Southern Railroad and of the Canadian Pacific Lumber Company. His judgment in business matters is sound, his discrimination keen and his enterprise unfaltering, and thus he has advanced year by year until his position in business circles is a most creditable one.

Mr. Major was married in 1867 to Miss Mary Elizabeth Clarkson, a daughter of William Clarkson, a pioneer settler of this province, and a sister of Mrs. J. S. Clute and Mrs. John C. Brown, pioneer

women of British Columbia. Mr. and Mrs. Major became the parents of four children: Edith Eleanor, the wife of Thomas Robson Pearson; Mildred Jane, who married John A. Lee; Harry Clarkson; and Frank. In 1903 Mr. Major was called upon to mourn the loss of his wife, whose death was also deeply deplored by her many friends. Her salient characteristics were such as endeared her to all with whom she came in contact, for she was charitable in her opinions, kindly in action and generous in spirit. She was a faithful member of the Methodist church, to which Mr. Major also belongs and in which he has been an active working member and officer for half a century.

Mr. Major is a charter member of the Board of Trade of New Westminster and in that connection has done far-reaching and beneficial work toward opening new channels of commercial expansion. For the past thirty-five years he has been a member of the Vancouver Pilot Board, doing much toward improving shipping facilities and creating a safe system of pilotage for the port. He served for a number of years as a member of the city council of New Westminster, ever giving his support to progressive measures such as were the foundation upon which the present greatness of the city rests. He has also held for twenty years the position of justice of the peace. His love toward mankind and his compassion with the unfortunate or those afflicted with illness is ever present with him and expressed in a visible way by the diligent and effective work which he accomplishes as a member of the board of the Royal City Hospital.

His life has been actuated by high and honorable principles and he has never deviated from a course that he has believed to be right in all of his relations with his fellowmen. He values his own self-respect more than wealth, fame or position and the merited regard of his fellowmen is more to him than political advancement or honors.



D M Stewart

Donald Malcolm Stewart

ONE of the foremost men of Vancouver, prominent in business as well as in the social life of the city and deeply interested in a number of charitable institutions,—one whose life has been a true asset to his city, is Donald Malcolm Stewart, manager of the Pioneer Steam Laundry, one of the most modern and best equipped enterprises of this kind in the province. Mr. Stewart is a native of Glengarry county, Ontario, where he was born March 6, 1862, a son of Norman and Annie (McKerchey) Stewart, the latter of Scotch extraction. The father was a member of a large family which emigrated from the isle of Skye, Scotland, to Ontario, where they became pioneers.

Donald Malcolm Stewart acquired a public-school education in his native province and upon laying aside his text-books became a clerk in a general store at Dunvegan, Ontario, there serving an apprenticeship of two and a half years and remaining until 1886. He then went to Vankleek Hill, Ontario, clerking for a time. His next place of abode and field of work was St. Thomas, that province, where for eighteen months he was in the employ of Stacy & Son, hardware merchants. Coming to British Columbia in 1889 he left shortly afterwards for Seattle, Washington, where he was connected with a laundry for one and a half years, becoming acquainted with business methods and the details of operation. In March, 1892, he again crossed the border to British Columbia and came to Vancouver, purchasing his present business which had been established in 1890. Since taking charge of the enterprise rapid advancement has been made, its healthy growth being largely due to the progressive methods and innate business ability of Mr. Stewart. The laundry, which occupies a fireproof building, is equipped with the latest machinery, which assures its patrons of the highest class of work while the processes of operation are such as to guarantee least harm to the goods intrusted to its care. An idea as to the extent of their business is given in the fact that thirty wagons are needed continually in the delivery of their goods.

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ONE of the foremost men of Vancouver, prominent in business as well as in the semi-public life of the city and deeply interested in a number of charitable institutions,—one whose life has been of real value to his city, is Donald Malcolm Stewart, proprietor of the Pioneer Steam Laundry, one of the most modern and best equipped enterprises of this kind in the province. Mr. Stewart is a native of Glengarry county, Ontario, where he was born March 1, 1862, a son of Norman and Annie (McKercher) Stewart, the former of Scotch extraction. The father was a member of a large family which emigrated from the isle of Skye, Scotland, to Ontario, where they became pioneers.

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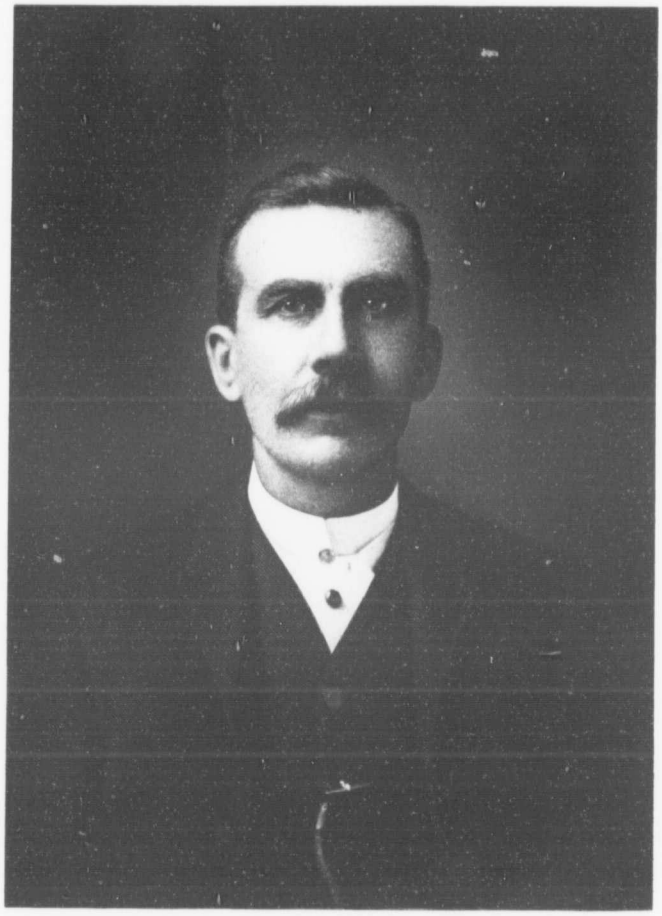
The marriage of Mr. Stewart to Miss Mary E. Brown, a daughter of J. T. and Elizabeth Brown, occurred on June 17, 1896. Her father was for many years a license inspector in Vancouver, coming originally to this city from Scarborough, Ontario. Mr. and Mrs. Stewart have three children, Norman, Donald and Isabel.

For many years Mr. Stewart has actively participated in the public life of his adopted city and from 1903 until 1908 gave official service as alderman of Vancouver. His political affiliations are with the liberal party, the candidates of which he stanchly supports. He is a member and an elder of St. Andrew's Presbyterian church and is deeply interested in its work. For one term he served as chairman of the house committee of the Vancouver General Hospital, and has been for five years and is at present vice president of the board of Alexander Orphanage, these two latter connections giving evidence of his deep love for mankind, to whom he always stands ready to extend a helping hand when in need or distress. He is also president of the board of the City Central Mission, an organization founded for the purpose of furnishing beds to the downtrodden and poverty-stricken and assisting them to useful positions in life. Fraternally he is a member of Mount Hermon Lodge, A. F. & A. M., of Vancouver, and of the Independent Order of Odd Fellows, exemplifying the brotherly spirit of these lodges in his daily life. He has no club associations in a social sense, finding his truest happiness at his own fireside. Every force that goes forth to make Vancouver an ideal city, every opportunity to raise its intellectual and moral standard, receives the indorsement of Mr. Stewart, who seeks his truest success not only in promoting his individual prosperity but in contributing towards the general welfare. His sterling qualities are such as ever command the respect, confidence and good-will of all with whom he comes in contact and as the years have passed he has become intrenched in the affection of the general public.



Archie McNaughton

Archibald McNaughton

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The eldest of three sons, he was born in Montreal, Canada, March 16, 1843, a son of Archibald McNaughton, who was highly respected and prominent as one of the pioneer merchants of that city. He was a public-spirited citizen who took a deep and helpful interest in all matters pertaining to the public welfare. He spent practically his entire life in the Dominion, for he was brought to Canada by his parents when a child of only three months. The paternal great-grandfather of our subject was Baron McNaughton, of Stirling Castle, Perthshire, Scotland.

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A NOTABLE figure on the stage of business activity in British Columbia was Archibald McNaughton, whose pioneer work along various lines stimulated progress in such a way that its far-reaching and effective results can still be felt. Such was the place he had won in public regard and in social circles that his death was the occasion of deep and widespread regret when he passed away, June 21, 1900. It was especially the Cariboo district which benefited by his labors and it was there that he did important work as representative of the Hudson's Bay Company and exerted himself successfully in promoting the gold mining industry. There he was known as a wise counselor to old settler and newcomer, and as friend to all those in need. Fortunes he made and fortunes he lost, yet his indomitable spirit of enterprise never abated, and out of adversities which engulfed him he became stronger for the combat and, making use of the lessons learned, finally succeeded in achieving the goal, being numbered among the substantial men of the province at the time of his demise.

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seeking his fortune in those vast western lands which yet awaited development. His plans taking on practical form, he assisted in organizing the Montreal party which was bound for the west and which left that city to join the overland expedition, May 5, 1862. Arriving in the Cariboo district, he familiarized himself with local conditions, and, like many of the western pioneers, first became connected with mining, in which occupation he was engaged for a number of years with varying success. Perceiving that more stable advancement lay along commercial lines, he subsequently followed commercial pursuits in that section, his straightforward business policy readily gaining him patronage and making for his financial success. He was always true and loyal to his friends and many there were who came to him for assistance and advice.

Official appointment came to him, March 2, 1884, when he was chosen for the office of assessor and collector for the district of Cariboo, which difficult position he filled with such circumspection and ability that he received the highest commendation from the government. In October, 1884, he entered upon a period of service with the Hudson's Bay Company, and his exceptional business ability soon becoming recognized, he was in 1887 appointed manager for that company in the Cariboo district, severing his connection with that great corporation in the month of October, 1894, when he was stricken with paralysis and was for seven years an invalid, nursed by his devoted wife. In 1887 another official appointment came to him, when he was chosen for the office of postmaster of Quesnel. The duties of his position were largely taken care of by his able wife, as Mr. McNaughton was incapacitated by paralysis for years preceding his demise. He was connected with practically all gold mining enterprises of the Cariboo district, where he organized or preempted most of the historic mines, being engaged in both quartz and placer mining. In these ventures he made and lost two fortunes but his spirit remained undaunted and, like all true miners, his courage never failed. He was a man well known and highly respected in the district. Having enjoyed superior educational opportunities in his youth, he later acquainted himself with various phases of the law and during the '60s and '70s often pleaded successfully before the judges who visited the district. Kind works and deeds characterized his entire life and he was beloved and honored by all who knew him.

In 1885 Mr. McNaughton was united in marriage to Miss Elizabeth McGregor, of Montreal, who was his cousin. She passed away in 1887. He subsequently wedded Miss Margaret Peebles, of New Westminster, British Columbia, a daughter of the late Thomas Pee-

Yours Faithfully

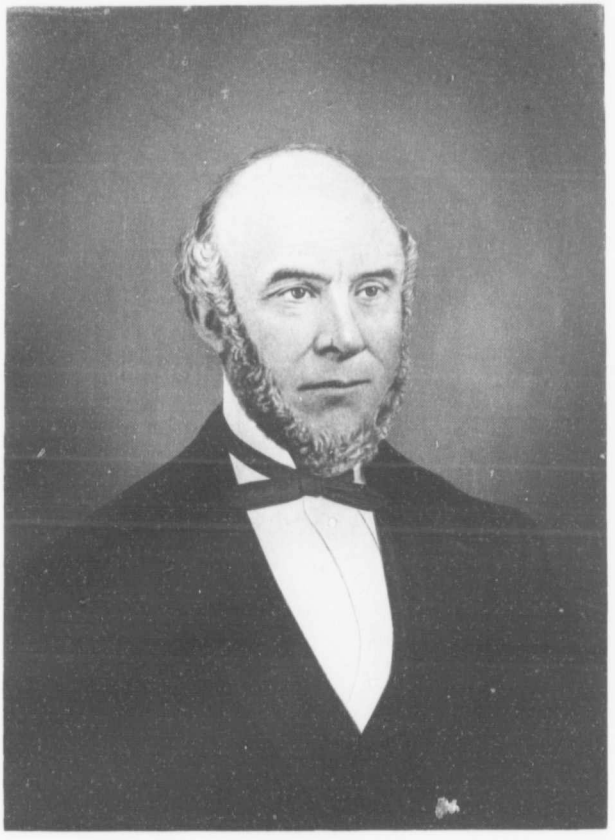
Yours Faithfully

W. M. Naughton

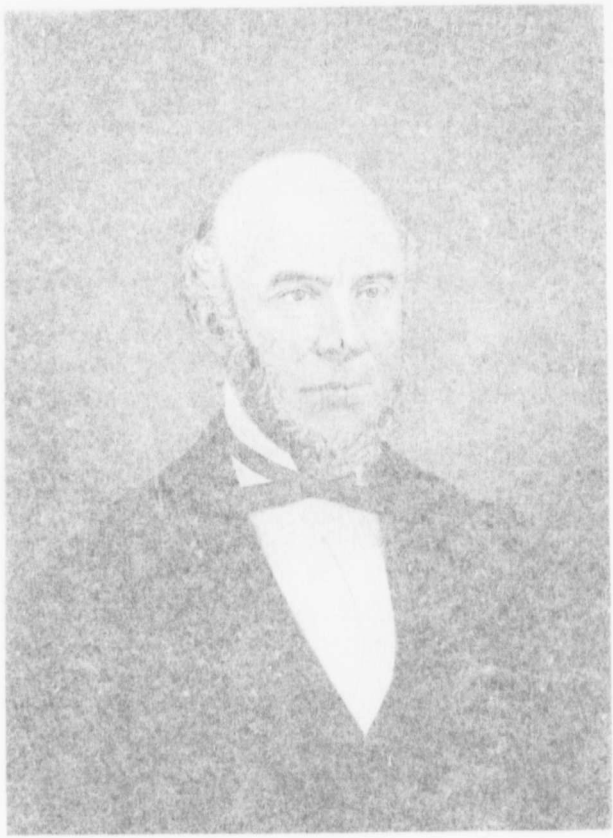
bles and his wife, Jane (Murie) Peebles. Mrs. McNaughton was born in Kirkcudbrightshire, Scotland, and came to New Westminster in 1888, where she was married to Mr. McNaughton on the 17th of September, 1890, in Holy Trinity cathedral, by the Ven. Archdeacon Woods, Henry B. Irving, better known as "Father Pat," assisting. Mrs. McNaughton is a woman of decided ability along literary lines and of rare accomplishments, being popular in the best social circles of Vancouver. Deeply interested in the work of her church, she is allied with numerous movements which are intended to better humanity and to alleviate the trials of the poor and afflicted, being widely known for her charity and womanly helpfulness in this city. Mrs. McNaughton has been elected a lady associate of the Royal Colonial Institute of London, England, a quite unusual honor, and she is also a vice regent of the Pauline Johnston Chapter of the Daughters of the Empire. She is a member of the Canadian Women's Press Club, a director of the Scientific, Art and Historical Association, a member of the Woman's Canadian Club and other institutions of like prominence. She has written several works of note dealing with the history of the province of British Columbia and was the first woman to publish a book of this character in the province. Through her literary efforts she has brought the Cariboo district to the notice of the whole of Canada, has written for the press since 1890 and was presented by the government of British Columbia with an honorarium for preserving this history for future generations. Mr. and Mrs. McNaughton had one son, who died in childhood.

Mr. McNaughton passed away June 21, 1900, his demise being deeply regretted by a large circle of friends who esteemed him for his many high qualities of heart and mind. He found his last resting place at Quesnel in the Cariboo district, a region to the development of which he had given most of his life. A man of decisive views on public questions, Mr. McNaughton stanchly supported the conservative party and, being public-spirited and of progressive tendencies, gave his endorsement to all measures and movements intended to improve the conditions of the country and its people. He was connected with the Church of England, being a licensed lay reader under the late Bishop Silitoe of that church and taking a vital and helpful interest in all matters affecting the organization. Gifted with qualities far beyond those possessed by the majority and, never discouraged or disheartened, he always pushed on, never losing sight of his purpose, never forgetting for a moment the goal before him, conscious that his aim was justifiable and his course honorable. The years have proven the worth of his labors and his life record reflects credit and

honor upon British Columbia, which honors his memory. His life was indeed of great usefulness, touching many lines of activity and proving of great worth along the path of permanent progress and advancement in his adopted province.



Adam Watson



Adam Watson

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ONE of the pioneers of the Pacific coast was Adam Watson, and though a number of years have come and gone since he passed away, he is well remembered by those who were his associates and friends while he was still an active factor in the world's work. He was born in Greenock, Scotland, in 1823, a son of Robert and Jeanette Watson. The grandfather was an army captain and served his country in the War of 1812.

Adam Watson enjoyed the advantages afforded by a course of study in Greenock College and afterward graduated from a school of engineers in Scotland. He then followed his profession in his native land for a short time, but in 1849 bade adieu to friends and family and sailed for New York. After a brief period there he made his way to California in the year 1850 and secured the position of manager of the iron works of Peter Donahue of San Francisco, serving in that responsible position until June, 1858, when he went to New Westminster, British Columbia, where he purchased some property. After a brief period he went to Victoria and bought a machine shop, which he conducted for a number of years. In 1868 he disposed of this business and returned to San Francisco, where he remained until 1871. He then became interested in mining in British Columbia and was one of the original owners of the Hope silver mine and also of the Taxada iron mine. It was while making a trip in behalf of his mining interests that he contracted the illness which resulted in his death in 1880. He passed away in the Cariboo at the home of his daughter, Mrs. I. B. Nason.

Mr. Watson was married in Scotland in 1848 to Miss Mary MacLachlan, a daughter of Peter and Mary MacLachlan, the former a contractor. Mr. and Mrs. Watson had nine children, of whom four are living: Mrs. I. B. Nason; Mrs. John Bowron; Margaret; and William H. Mrs. Watson, who is still living at the advanced age of eighty-three years, accompanied her husband to New York, where she remained with their two little children while he proceeded to California. As soon as he had made arrangements for a home there, she made the journey under great difficulties and hardships, traveling by

boat to Aspinwall, then eight miles by rail and thence on a small boat up the Chagres river. From that point they proceeded on mules, traveling this way from Cruces to Panama, when they once more embarked on an ocean vessel for San Francisco. On board that boat were fifteen hundred men and nine women. Mrs. Watson is numbered among the pioneer women of both California and Victoria. She shared with her husband in all the hardships on the frontier and together they promoted the interests of home and business, Mrs. Watson proving a valuable helpmate to her husband. Their religious faith was that of the Presbyterian church and Mr. Watson gave his political support to the conservative party. He was also a member of the first temperance society formed in Scotland, joining it at an early age, at which time the family lived on what is known as the Troon farm. Although difficulties and obstacles confronted them in the new world, Mr. and Mrs. Watson never regretted the fact that they came to America, finding in their northwestern province a pleasant home and many congenial friends, together with a measure of success that enabled them, after some years, to enjoy the comforts of life.

S. J. Roberts

R. J. Roberts

Edwin James Rothwell, M. D.

DR. EDWIN JAMES ROTHWELL, who has displayed notable skill as a surgeon and is known as one of the busiest physicians in New Westminster, has for more than a decade practiced his profession in partnership with Dr. T. S. Hall under the firm name of Hall & Rothwell. His birth occurred in Brantford, Ontario, on the 19th of October, 1870, his parents being William and Margaret (Turnbull) Rothwell. The father is a native of Perth, Lanark county, Ontario, while the mother was born near Galt, Brant county, Ontario. William Rothwell was long identified with educational work, being for about fifteen years a member of the faculty of Brantford Collegiate Institute. In 1890 he removed to Regina, Saskatchewan, where for eighteen years he acted in the capacity of inspector of schools. For past three years, however, he has lived in honorable retirement.

Having determined upon the medical profession as his life work, Edwin J. Rothwell entered Toronto University, which institution conferred upon him the degree of M. D. in 1896. In January, 1897, he came to British Columbia, passed the examination before the council of physicians and surgeons of the province and began practice at Trail, where he followed his profession continuously until 1902. In that year he came to New Westminster and formed a partnership with Dr. T. S. Hall, with whom he has since been associated under the name of Hall & Rothwell, constituting one of the most successful and best known firms of surgeons in British Columbia. Dr. Rothwell is a valued member of the British Columbia Medical Association and has well earned his reputation as one of the most eminent surgeons of the province.

In November, 1900, Dr. Rothwell was united in marriage to Miss Eva McBee, of Pendleton, Oregon, her father being Henry McBee, a prominent stockman of that place. Both the Doctor and his wife are consistent members of the Presbyterian church and enjoy the high esteem and regard of all who know them.

D. A. McKee

David Alexander McKee

WITH important reclamation projects David Alexander McKee has been identified, and his labors in this direction have been of far-reaching benefit and value. He was for a number of years engaged in farming but discontinued the active work of his farm in order to give his attention to development

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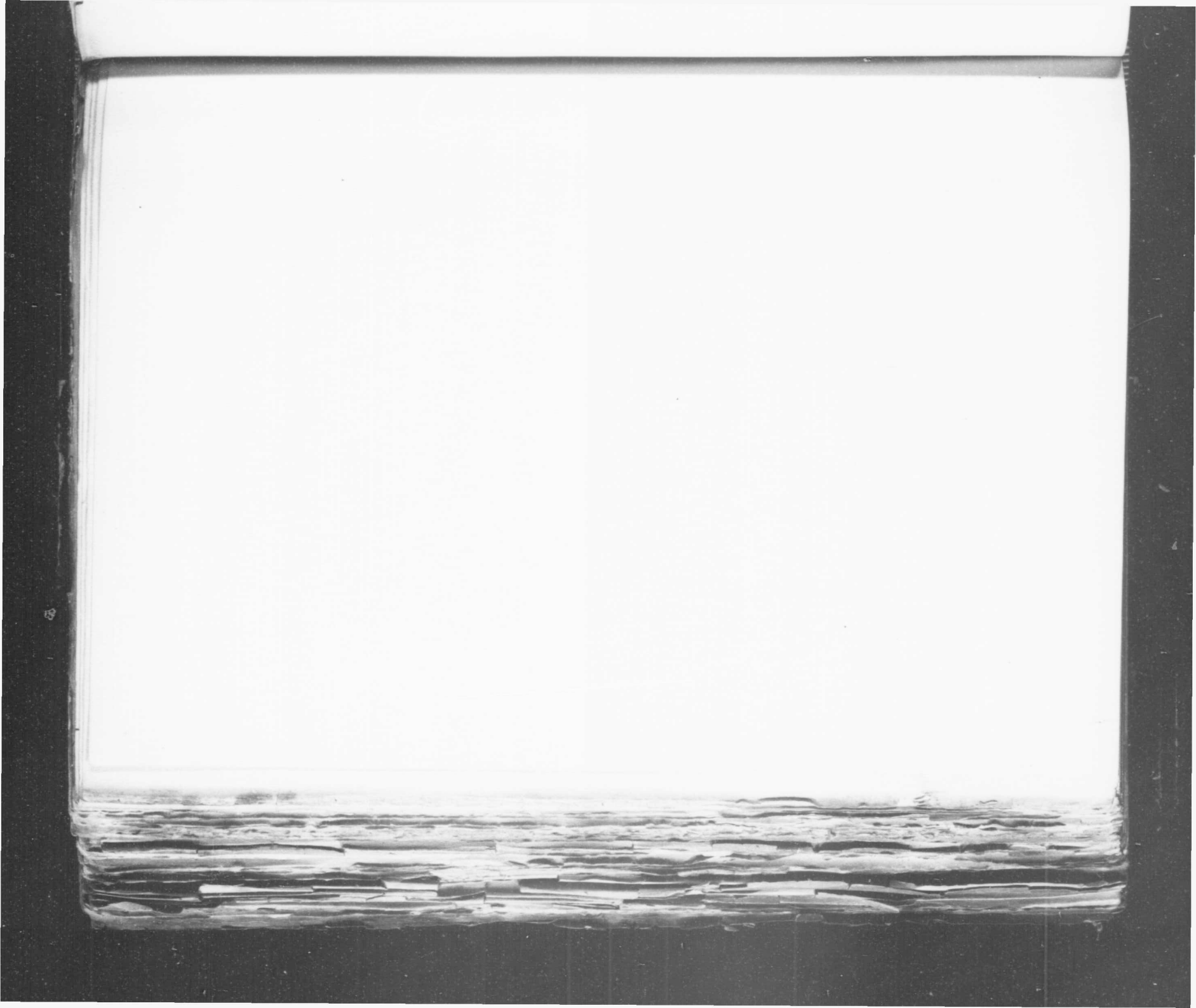
WITH important reclamation projects David Alexander McKee has been identified, and his labors in this direction have been of far-reaching benefit and value. He was for a number of years engaged in farming but discontinued the active work of the fields in 1899 to give his attention to development projects. He was born at Cregagh, Belfast, Ireland, April 3, 1859, and came to British Columbia by way of New York and the overland route via San Francisco with his parents in 1874-75, when about sixteen years of age. His education had been acquired at the Rosetta school in County Down, Ireland, and after becoming identified with the northwest he took up the occupation of farming, which he followed for a number of years. As time passed on he brought his fields to a high state of cultivation, employing such modern methods as resulted in making his land productive and valuable. While not carrying on farm work at the present time, he has many interests pertaining thereto and in addition he purchased in 1911 about eight hundred and forty acres of land on Barnston island in the Fraser river.

The whole island, consisting of about fifteen hundred acres, has been dyked at a cost of over forty thousand dollars, thus bringing into cultivable condition some of the finest agricultural lands in British Columbia. Mr. McKee recognizes the possibilities along those lines and in his business has looked beyond the exigencies of the moment to the opportunities of the future. He has made a close study of the best methods of reclaiming the lands, and from 1908 until 1910, inclusive, he was the president of the Delta Agricultural Society. He was also president of the Farmers' Telephone Company, Limited, for the year 1909-10 and he is a director of the Mutual Fire Insurance Company of British Columbia. In 1913 he was elected president of the Board of Trade, in which connection he is instituting various new measures and movements for public benefit along the lines of progressive development, exploitation and the adaptation of natural resources for the uses of mankind.

On the 5th of September, 1900, at Hamilton, Ontario, Mr. McKee was united in marriage to Miss Margaret Vallance, a daughter of

James and Janet Vallance, of Hamilton. In politics Mr. McKee is a conservative, but not an active party worker or office seeker. He belongs to the Presbyterian church, in which he has long been helpfully interested, serving on its managing board for about eighteen years. He is alert, energetic and resourceful, and as time has passed on has so wisely and intelligently directed his efforts that his position among successful and leading business men of his district is assured.



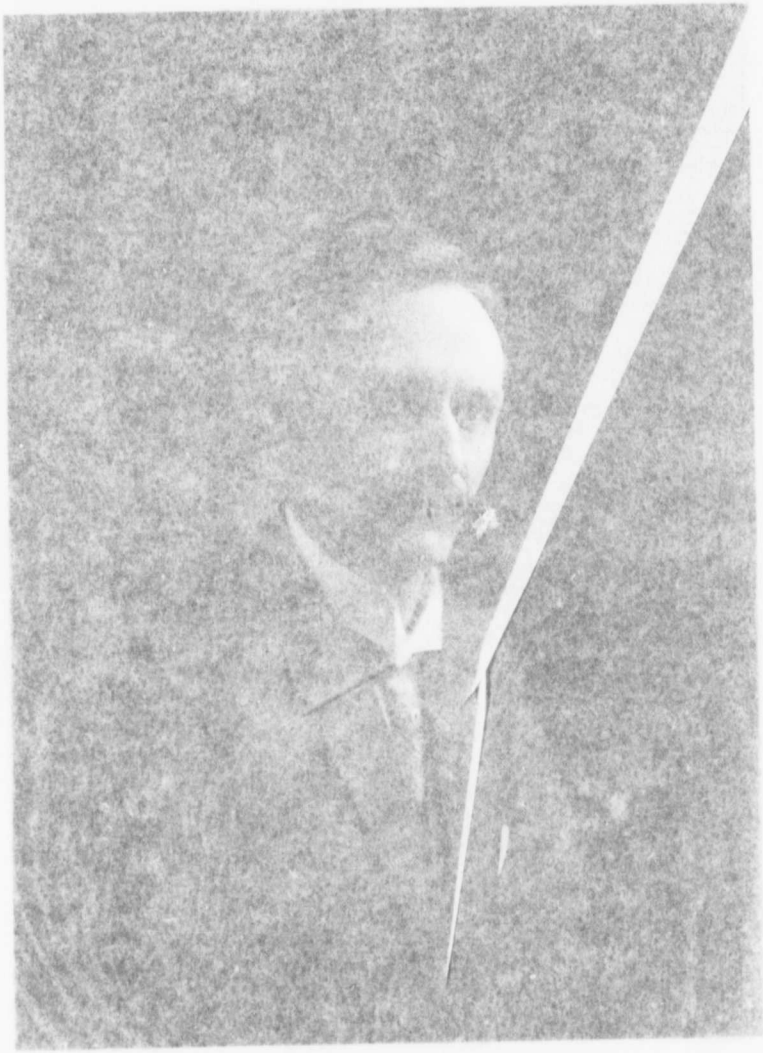
Charles C. Knight

Charles Cair Knight

CHARLES CAIR KNIGHT, president and general manager of the Western Development Company, Ltd., of Vancouver, in connection his efforts are directed and unbuilding in the province ness affairs is widely accepted continually opening before him

was born at St. John's, Newfoundland, October 1871, a son of Alfred Knight, K.C., [illegible] and native of Newfoundland. After acquiring his education in the schools of his native city, Charles C. Knight became connected with general merchandising as a representative of the firm of Ayre & Sons, of St. John's, with whom he remained for seven years. He then joined the St. John's branch of the Glasgow firm of J. & W. Stewart, with which he remained for a little more than a year. In 1894 he went west to Montreal and joined the staff of the head office of the Sun Life Assurance Company, remaining there for four years. He was then appointed cashier of the company, but before assuming the duties of that office was tendered the field management for the provinces of Quebec and was stationed at Sherbrooke, Quebec.

On the expiration of that period Mr. Knight came to the west and opened the work for the company in the province of Saskatchewan, with the head provincial office at Regina. He also established many branch offices in the province and continued in charge there for seven or four years. In the spring of 1909 he came to Vancouver and organized the Western Pacific Development Company, Ltd., with capital of five hundred thousand dollars. In the spring of 1911 he was made their first president, E. W. MacLean, K.C., as president and general manager. This company deals in the natural resources of the western provinces—in the lands, the timber, the coal, and makes investments which are based upon these natural resources, including stocks, bonds, mortgages and business and residential property. They also have a permanent branch office in London, England. Well devised plans constitute the basis upon which has been builded the



Charles Cair Knight

CHARLES CAIR KNIGHT is the president and general manager of the Western Pacific Development Company, Ltd., of Vancouver. In this connection his efforts are an element in general progress and upbuilding in the province. His ability in business affairs is widely acknowledged and his enterprise is continually opening before him broader fields of activity and usefulness. He was born at St. John's, Newfoundland, in November, 1871, a son of Allan C. and Jessie E. (Facey) Knight, also natives of Newfoundland. After acquiring his education in the schools of his native city, Charles C. Knight became connected with general merchandising as a representative of the firm of Ayre & Sons, of St. John's, with whom he remained for seven years. He then joined the St. John's branch of the Glasgow firm of J. & W. Stewart, with whom he remained for a little more than a year. In 1894 he went west to Montreal and joined the staff of the head office of the Sun Life Insurance Company, remaining there for four years. He was then appointed cashier of the company, but before assuming the duties of that office was tendered the field management for the province of Quebec and was stationed at Sherbrooke, Quebec.

On the expiration of that period Mr. Knight came to the west and opened the work for the company in the province of Saskatchewan, with the head provincial office at Regina. He also established many branch offices in the province and continued in charge there for nearly four years. In the spring of 1909 he came to Vancouver and organized the Western Pacific Development Company, Ltd., with a capital of five hundred thousand dollars. In the spring of 1911 he succeeded their first president, E. W. MacLean, Esq., as president and general manager. This company deals in the natural resources of the western provinces—in the lands, the timber, the mines and in the investments which are based upon these natural resources, including stocks, bonds, mortgages and business and residential property. They also have a permanent branch office in London, England. Well devised plans constitute the basis upon which has been builded the

success of the company. The superstructure has been constructed of energy, determination and a thorough understanding of conditions and resources in the west. Mr. Knight is a man of indomitable industry and gradually has worked his way upward until he ranks today with the leading business men of Vancouver.

In Montreal, in 1895, occurred the marriage of Mr. Knight and Miss Florence R. Spence and they have one daughter, Elsie Florence. Mr. and Mrs. Knight are members of the Grand View Methodist church, in the work of which they take a most active and helpful part. Mr. Knight is serving on the quarterly board, the board of trustees and is superintendent of the Sunday school. His wife also has a class in the Sunday school and she is a provincial officer in the Woman's Mission Society, and also in the Woman's Christian Temperance Union. Both take an active interest in promoting all those offices which contribute to moral progress and to the upbuilding of the individual, and their influence is of no restricted order. Mr. Knight is also well known in political circles as a supporter of the liberal party. He contested the constituency of Sherbrooke for the Dominion parliament, but was defeated by a small majority. While in Saskatchewan he was president of the Regina Liberal Association. He is a member of the Commercial and Progress Clubs and of the Young Men's Christian Association. He regards business as but a single phase of life and not as the end and aim of existence, ever finding time, to devote to public affairs of moment, his labors being an element in progress, and his practical efforts resulting in the attainment of high ideals.

John Jardine

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JOHN JARDINE, of Victoria, British Columbia, now lives retired in his beautiful home, "Ellerslie," on the water front, enjoying peace and rest after an active career [illegible] endowed activity in the interests of [illegible] and his city. Not only did he do valuable [illegible] provincial parliament, but took an active part in settling [illegible] as a member of the Royal Commission of Labor and [illegible] as a member of the Board of Trade to improve [illegible] labor conditions at Victoria. John Jardine was born at [illegible], Dumfriesshire, Scotland, September 24, 1854, a son of John and Agnes (Montgomery) Jardine, both of that shire. The father was prominent in the industrial life of his district, where he was engaged in the manufacture of nails. Both parents spent their entire lives in Scotland, where they passed away.

John Jardine was educated in the parish school of Dryfesdale, his head master being Alexander Ferguson. Upon leaving the schoolroom he learned the trade of house painter under his eldest brother, Thomas, serving an apprenticeship of five years. He then followed his trade in his native country for about three years, but being impressed with the stories which reached him of opportunities which the North American northwest held out, he crossed the Atlantic in July, 1880, going to St. Paul and living there until 1884, when he came to Victoria. Here he [illegible] until 1907. His implicit faith and confidence in that great province is demonstrated by his investments, which are all purely local. He has a fine ranch located on the British Columbia electric line near Langley, at Jardine, which station was named in his honor. However, he has never resided upon his property, leaving its operation to others. He purchased the ranch not many years after his arrival in Victoria from the Hudson's Bay Company. From the same company he obtained in May, 1901, the site of his beautiful home, "Ellerslie," which he built in the beginning of this century. This site permits of a magnificent view, embracing the parliament buildings, the lieutenant governor's residence, and places of interest in all parts of Vic-

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JOHN JARDINE, of Esquimalt, Victoria, British Columbia, now lives retired in his beautiful home, "Ellerslie," on the water front, enjoying peace and rest after an active career and a round of ceaseless activity in the interests of the province and his city. Not only did he do valuable work in the provincial parliament, but took an active part in settling labor questions as member of the Royal Commission of Labor, and did efficient work as member of the Board of Trade in improving shipping and harbor conditions at Victoria. John Jardine was born in Lockerbie, Dumfriesshire, Scotland, September 24, 1854, a son of John and Janet (Montgomery) Jardine, both of that shire. The father was prominent in the industrial life of his district, where he was engaged in the manufacture of nails. Both parents spent their entire lives in Scotland, where they passed away.

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toria. However, the most lasting impression one receives from this site is the view of Victoria's harbor and the ocean, with the ships sailing and steaming to and from practically every port of the world, the busy harbor life emphasized by heavily loaded lighters, capacious tenders, swiftly moving launches and hundreds of pleasure craft.

On July 5, 1880, Mr. Jardine was married, in Cumberland, England, to Miss Jane King Stoddart, of Lockerbie, Scotland. Mr. Jardine has ever taken an active and most laudable part in promoting the interests of the province and city. On October 3, 1903, he contested the Esquimalt electoral district but was defeated by fifteen votes. On February 23, 1907, he again entered the field as a candidate and through the combination vote of the liberal and labor parties was carried to success. His term in the provincial house was of benefit to his constituents and productive of desirable results. Although always inclined toward the liberal party, Mr. Jardine is never narrowly partisan but preserves a commendable independence of view. He is a stanch supporter of the McBride and present government. Although the underlying principles of the Christian religion have guided him in all his actions, he has never seen fit to ally himself with any denomination and preserves an equally free and independent thought as regards religious observances. Several years ago Mr. Jardine contested for a seat in the city council to represent the south ward and at that time drew the attention of the public to the necessity for a breakwater from Holland Point to Brochie Edge. For the purpose of further impressing this need upon the minds of the public, he became a member of the Board of Trade, in which connection he was more likely to impress his views upon prominent men. He is still a member of this organization. He is particularly active in all things pertaining to the welfare and judicious development of the part of the city in which he resides. He has unshakable confidence in Victoria and its future as a residential city, as a commercial center, and as a great harbor. Moreover, he entertains the same views towards the whole province, and no doubt the great empire which he sees in his mind's eye rising in the northwest will be a realized fact before many years. Mr. Jardine is also interested in the labor situation and has done able work as a member of the Royal Labor Commission. His activities from every point of view have been largely beneficial to the province, and while he has attained individual success his exertions on behalf of the public good cannot be too highly valued.

A. C. Brydon Jack

Arthur Canby Brydon Jack

AN EMINENT representative of [illegible] on which has ever been regarded as the [illegible] human rights and liberty and the safeguarding [illegible] based government, Arthur Canby Brydon [illegible] secured continuously in British Columbia [illegible]. Other interests as well have profited by [illegible] and sound business judgment, [illegible] in financial circles. Mr. Jack was [illegible] Brunswick, September 10, 1864, a son [illegible] Disbrowe Brydon Jack. The former, a native [illegible] became a resident of New Brunswick in early manhood and [illegible] recently for many decades in connection with the educational progress of the province, being for forty years president of the University at Fredricton. He retired a few months prior to his death, which occurred in 1886 when he was sixty-seven years of age. His wife, who was descended from United Empire Loyalist ancestry, died at St. John in 1910.

After attending the public schools of Fredricton, Arthur Canby Brydon Jack matriculated in the University of New Brunswick, from which he was graduated B. A. in 1883, while in 1884 he received the honorary degree of M. A. He also received a scholarship for leading his classes in mathematics and French. He then studied law at Fredricton and also spent a year in the Boston Law School. In 1888 he was called to the bar of New Brunswick and [illegible] afterward came to British Columbia. The following [illegible] July, 1889, he was admitted in practice here and was [illegible] the bar at New Westminster until 1893, when he came to Vancouver, where he has since followed his profession. For the past forty years he has been associated with Mr. Woods [illegible] the name of Brydon Jack & Woods. Aside from his private practice, in the years 1899 and 1900 he had charge of the prosecution of all criminal cases in Vancouver for the crown except the assize trials. In 1903 he organized the Dominion Trust Company, which was incorporated in 1904 with a capital of twenty thousand dollars, and something of the success of this important financial enterprise is indicated by the fact that the

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AN EMINENT representative of the profession which has ever been regarded as the conservator of human rights and liberty and the safeguard of organized government, Arthur Canby Brydon Jack has practiced continuously in British Columbia since 1889. Other interests as well have profited by his activity and sound business judgment, his name being especially well known in financial circles. Mr. Brydon Jack was born at Fredricton, New Brunswick, September 10, 1864, a son of Dr. William and Caroline (Disbrow) Brydon Jack. The former, a native of Scotland, became a resident of New Brunswick in early manhood and figured prominently for many decades in connection with the educational progress of the province, being for forty years president of the University at Fredricton. He retired a few months prior to his death, which occurred in 1886 when he was sixty-seven years of age. His wife, who was descended from United Empire Loyalist ancestry, died at St. John in 1910.

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present capital is five millions, of which two million, five hundred thousand dollars are fully subscribed and two millions paid up. Since the organization of this company Mr. Brydon Jack has been its solicitor. His brother, Dr. W. D. Brydon Jack, is vice president of the company and his nephew, C. B. Brydon Jack, is manager of the Vancouver office, which is the head office of this company. Branches, however, have been established in British Columbia, Alberta, Manitoba, Ontario, Quebec, London, England, and Antwerp, Belgium.

His practice and his connection with the Dominion Trust Company do not comprise the extent of Mr. Brydon Jack's activities. Important as they are he finds opportunity for cooperation along other lines. He secured the charter for and is a life member of the Vancouver Exhibition Association, which was organized in 1908 for the advancement of agricultural and horticultural interests in the county of Vancouver and now has two hundred and thirty life members and eight hundred annual members. It has been a potent force in accomplishing the object for which it was formed, stimulating ambition among the farmers and fruit-growers of the northwest.

On the 3d of September, 1899, in Vancouver, Mr. Brydon Jack was married to Miss Vera H. Vaughan, a daughter of William Vaughan, who, now retired, is residing in Vancouver, but was formerly engaged in the ship-building business in New Brunswick. The two children of this marriage are Muriel and Vaughan, twins. Mr. Brydon Jack is a liberal in politics and has served on many committees of his party, seeking ever to promote its success and development, but he has never been a candidate for office. While in college he was most successful in athletics, winning many prizes at running and jumping. The principal source of his recreation now is motoring and yachting. He is prominent and popular in various clubs, holding membership in the Vancouver Auto, the Royal Vancouver Yacht, the Chess and the Press Clubs, and he is also a member of St. John's Presbyterian church. His life work in its various phases may be summed up in the term "successful accomplishment." He never stopped short of the achievement of his purpose, whether in the path of his profession, in his business affairs or in the projects for the public good, if the result could be achieved by persistent and honorable effort. With him to see an opportunity for advancement is to utilize it and thus he has reached the position which he now occupies as one of Vancouver's leading barristers.

Thos Ladner

Thomas Ellis Ladner

A DETAILED record of the life of Thomas Ellis Ladner would present an accurate and complete picture of many phases of pioneer life in the west, for he has been closely associated with the development, improvement and transformation of this section of the country from early pioneer times. He has now reached the ripe old age of seventy-seven years, but is still hale and hearty and relates in interesting manner many incidents of the early days. He was born at Trenant Park, Cornwall, England, on June 8, 1836, a son of Edward and Sarah (Ellis) Ladner, both of whom were natives of Cornwall. The father was a farmer by occupation and in 1847 came to America with his eldest son, William H. Ladner, and a daughter. They made their way to the state of Wisconsin, where the father spent his remaining days. In 1851 the son William returned to England to bring over the mother and remainder of the family. Owing to a condition of English law which would prevent the wife and mother drawing an annuity which was hers and which she would lose by leaving England, she decided to remain for a time, while the sons, William and Thomas, started for America. There were six children in the family and the others were: Mrs. Hugh Phillips, of Mineral Point, Wisconsin; Mrs. W. J. Armstrong, of New Westminster; and Mrs. James Phillips, deceased; and [illegible]. The brother William, who for many years resided at Ladner, has also passed away.

The two brothers, William and Thomas Ladner, started with a party of emigrants from Wisconsin across the plains, making the journey with ox teams and prairie schooners, the trip covering the period from March to September, 1852. The Indians occasioned them considerable trouble by stealing all of their stock and their horses. Other emigrants met them on the trail, joined the party and trailed the Indians to the Platte river in western Nebraska, where they found the stock, while the Indians fled. The city of Omaha, Nebraska, was then but a Catholic mission. There was so much traffic for the ferry at that point that they waited a month for their turn to cross the Missouri river and when they had reached the other side they found an Indian with a pole across the road, collecting five dollars

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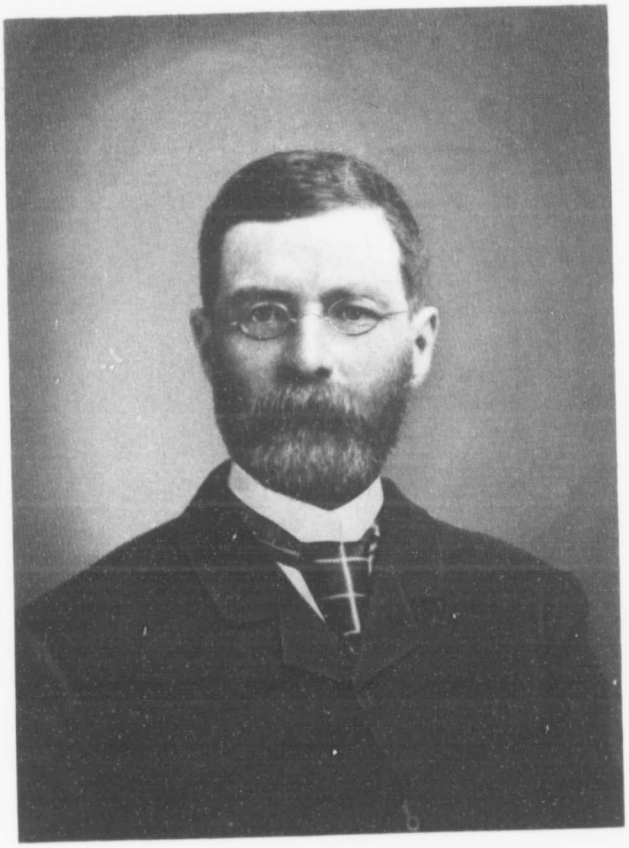
from each party for the privilege of letting them pass through his country. The journey was resumed and at length they arrived at Salt Lake City, where they remained for eleven days to recruit, camping out eleven miles from the city. While there they helped the Mormon farmers to put up their grain, for which service they would not receive pay, but instead were given a ball and entertainment. They then pressed on to the coast. Mr. Ladner and his brother engaged in mining in Grass Valley, California, with good results, remaining there until gold was discovered on the Fraser river in British Columbia, at which time they came to the province. This was 1858. They remained at Fort Hope for a time and in 1861 secured a pack train of mules and packed goods for the miners at Cariboo in that and the following year. It took two days to make the trip from Yale to North Bend, a distance of twenty miles over the mountains. The government then built a mule trail through the canyon and later a wagon road and erected the suspension bridge at Chapman Bar, near Spuzzum. At length the brothers sold their pack trains and went to the delta of the Fraser, settling about six miles above the mouth of the river, where they began farming. There was not an inhabitant of that district up to that time, the Ladners being the first white settlers in that region. Every evidence of pioneer life was to be found there, the country being entirely wild and undeveloped. John Clute, a well known resident of New Westminster, would jokingly tell that "the sturgeon used to come up into the fields and eat the cabbage." The brothers engaged in farming in pioneer times, there carrying on agricultural pursuits extensively as time passed on, having acquired twelve hundred acres of prairie land and upon this place Mr. Ladner had large herds of thoroughbred cattle, which he imported into this country from Oregon. Eventually, however, Mr. Ladner became interested in the fish canning business. As settlement was made in the district, attention of enterprising men was drawn to the fact that a profitable business of that kind might be conducted and canneries were established on the Fraser river, on the Skeena river and also on Rivers Inlet. The first cannery on the lower Fraser river was built at Ladner by the Delta Canning Company, of which Mr. Ladner was the owner. Later the company acquired the Harlock, Standard, Wellington, Laidlaw, and three other fisheries, all of which were merged into one company, which afterward became The Victoria Canning Company, of which Mr. Ladner was general manager, operating all the canneries. It was in 1887 that he entered into partnership with J. A. Laidlaw, Donald Chisholm, Frank Page and Joseph Lyon, all now deceased, to build the Delta cannery at Ladner's Landing, now called Ladner.

This was the first important cannery below New Westminster and had a capacity of thirty thousand cases of salmon per season. He also became a partner with F. Page and others in the purchase of the cannery of the Wellington Packing Company at Canoe Pass on the Fraser river, of which he was made manager and which had a capacity of twenty-five thousand cases per season. For a long period Mr. Ladner figured prominently in connection with the canning industry. The business done amounted to several million dollars annually. At one time while he was manager of the Delta cannery he had seventy-five thousand salmon on the dock and in scows as a single night's catch. In those days the work of handling and preserving was all done by hand, for the "iron chink" had not yet been invented. To preserve this unusual catch, they had to be partly salted. He hired every available thing into which to pack them, even getting Indian canoes. The great catches of salmon of those early days are seen no more, as the modern traps are depleting the supply, and unless prompt action is taken, the salmon in the Fraser will be like the buffalo—extinct. When the amalgamation of the canneries into the British Columbia Packers Association was consummated, Mr. Ladner withdrew from the business, on account of ill health and had to retire, and for fifteen years he was a sufferer, when an operation eventually restored him to health. He has been interested in many other industries, throughout British Columbia aside from canning and from agricultural pursuits. He is a director in the British Columbia Life Insurance Company and now its vice president. He is also president of the Ladner Trust & Investment Company; a director of the Coast Shale Brick Company; and president of Lantzius & Ladner, Limited, wholesale importers and exporters.

In 1865 Mr. Ladner was united in marriage to Miss Edna Booth, a daughter of William Booth, Esq., of Victoria. Mrs. Ladner passed away in January, 1882. They became the parents of three children: Mary, the widow of Frank L. Lord, of Vancouver; Edward, of Ladner; and Thomas Ellis, of Vancouver. In 1884 Mr. Ladner wedded Miss Minnie E. Parr, a daughter of William Johnson Parr, of Los Gatos, California, and of this marriage were born three children: Leon J., a barrister and solicitor of Vancouver, practicing as a member of the firm of Ladner & Cantalon; Alice P., wife of Dr. G. C. Draeseke, of Vancouver; and Violet, the wife of Dr. S. B. Peele, of Vancouver. There is also an adopted daughter, Pearl, who has made her home with them from infancy.

Mr. Ladner is a conservative in his political views, supporting the men and measures of the party through the exercise of his right of

franchise, but he never seeks office. He is a man five feet and eight inches in height and his weight is about one hundred and eighty pounds. He is fond of riding, driving and fishing, which constitute his principal sources of recreation. He gave evidence of his patriotic spirit by serving as lieutenant of the home guards in New Westminster during the Fenian raid. The west knows him as one of its worthy and honored pioneer settlers and one who has taken active and helpful part in promoting public progress, especially along the line of material development. He has lived to see remarkable changes in this section of the country as pioneer conditions have given way before advancing civilization, and his name is inseparably linked with the history of this region.

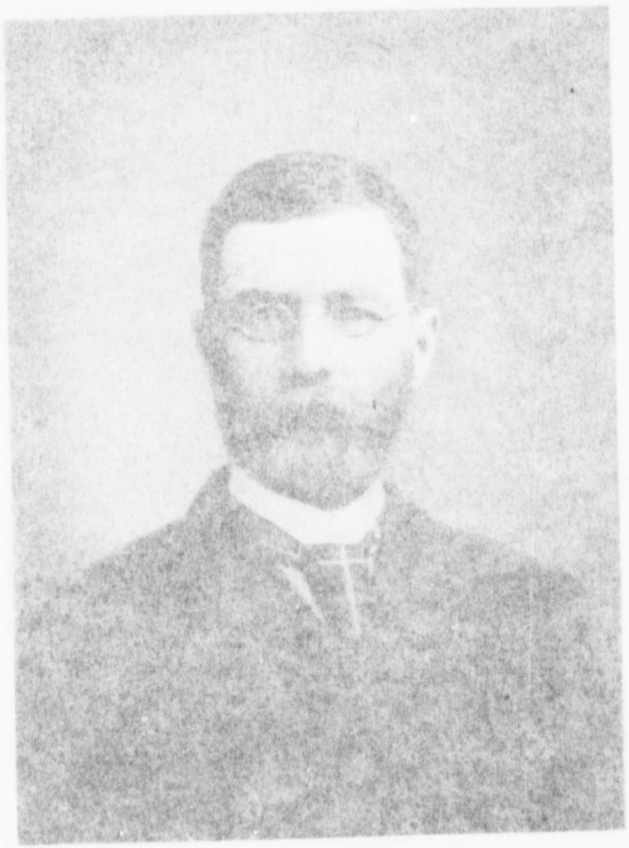


Alfred Ratill

Alfred Postill

OKANAGAN valley has mourned the loss of few citizens who have occupied so prominent and honorable a position in public regard as did Alfred Postill, who was foremost in every good work for the district and at the same time carefully directed his private business affairs so that he was able to live in comfortable financial circumstances.

He was born on the 24th of May, 1862, in Yorkshire, England, a son of Edward and Mary (Dickinson) Postill. He came to Canada with his parents at the age of seven years and at the age of twenty he made his way to British Columbia, when he and his brothers John and Edward purchased the ranch in the Okanagan valley on which he resided to the time of his death on the 24th of September, 1907, when he was forty-five years of age. He at once began the development of his property following his arrival here, and as his financial resources increased, as the result of his industry and perseverance, he kept adding to his holdings until he had large possessions in this section of British Columbia. He was not only capable in the management of his ranch interests but also possessed ability and ingenuity in many another direction. He constructed and installed a telephone system on the extensive ranch and there was no work of a mechanical nature connected about his place that he could not do. He was the pioneer in the business of fruit raising on an extensive scale in this district and was also one who took a more active and helpful part in the work of the agricultural society, doing everything in his power to advance the interests of the farming and fruit-raising classes and to promote the development of the country along those lines. He was the first man to establish sawmills in the Spallumcheen and Okanagan valleys and was ever on the alert to introduce new and improved methods in conducting the business pertaining to his large farming and stock-raising operations. As the years passed on he prospered and left a large and valuable estate to his family. He enjoyed good health until the last year of his life, and then every possible medical aid was rendered him but to no avail.



Alfred Rostill

Alfred Postill

OKANAGAN valley has mourned the loss of few citizens who have occupied so prominent and honorable a position in public regard as did Alfred Postill, who was foremost in every good work for the district and at the same time carefully directed his private business affairs so that he was able to leave his family in very comfortable financial circumstances.

He was born on the 24th of May, 1852, in Yorkshire, England, a son of Edward and Mary (Dickinson) Postill. He came to Ontario with his parents at the age of seven years and at the age of twenty-three he made his way to British Columbia, when he and his brothers William and Edward purchased the ranch in the Okanagan valley upon which he resided to the time of his death on the 24th of September, 1897, when he was forty-five years of age. He at once began the development of his property following his arrival here, and as his financial resources increased, as the result of his industry and perseverance, he kept adding to his holdings until he had large possessions in this region of British Columbia. He was not only capable in the management of his ranch interests but also possessed ability and ingenuity in many another direction. He constructed and installed a telephone on his extensive ranch and there was no work of a mechanical nature required about his place that he could not do. He was the pioneer to engage in fruit raising on an extensive scale in this district and there was no one who took a more active and helpful part in the work of the agricultural society, doing everything in his power to advance the interests of the farming and fruit-raising classes and to promote the development of the country along those lines. He was the first man to establish sawmills in the Spallumcheen and Okanagan valleys and he was ever on the alert to introduce new and improved methods in conducting the business pertaining to his large farming and stock-raising operations. As the years passed on he prospered and left a large and valuable estate to his family. He enjoyed good health until the last year of his life, and then every possible medical aid was rendered him but to no avail.

Mr. Postill was married January 8, 1890, to Miss Eleanor A. Jamieson, and they became the parents of six children, Alfred Edward, Mary, Eleanor Garven, Dorothy, Leonard and Alice.

Perhaps no better estimate of the life and character of Mr. Postill can be given than by quoting from one of the local papers at the time of his death: "He was a man calculated to leave his impress upon any community in which he lived, and both as a private citizen and a gentleman who took an active part in all that pertained to the public welfare, he appeared ever to be guided by an earnest desire to do his duty in a conscientious and upright manner. What his hand found to do was indeed done with all his might. For him to conceive an idea likely to benefit the district he so much loved, was to endeavor to put that idea into immediate execution. He was foremost in every good work and brought to bear on all matters of public interest a combination of unflagging zeal, untiring energy and practical knowledge of detail which enabled him to overcome many difficulties before which an ordinary man would perhaps have shrunk back with dismay. Although not a man of ostentatious piety, he was known far and near to possess a firm and abiding religious belief by which his life was ruled and governed. He was an implacable enemy to whatever he considered evil and was very outspoken in denouncing all forms of vice; but withal was possessed of a broad charity for individual failings and weaknesses. He was a forcible writer when occasion required, and many interesting letters have during the past few years appeared over his signature in the columns of The News. He was sometimes criticized for holding opinions rather more narrow on certain subjects than those entertained by many in this western land, but if he erred at all in this direction, who is there now who will not say that it was on the right side? And even those upon whom fell most severely the weight of his indignation unite today in sincerely deploring his loss."

His life was indeed upright and honorable. He never deviated from a course which he believed to be for the best and his integrity was never called into question. Those who knew him entertained for him that regard which is ever given to noble manhood, and many there were who felt at his passing that

> He was a man. Take him for all in all
> I shall not look upon his like again.

Lieutenant Colonel, The Hon. E. G. Prior

THE life history of Colonel E. G. Prior is inseparably interwoven with the history of Victoria, British Columbia and of Canada. He has been a cabinet officer, a member of parliament, member of the provincial parliament and premier of British Columbia, and, moreover, is one of the foremost business men of Vancouver island. His position socially, politically and commercially is a most prominent one. He has been identified with all the progressive movements that have tended to better social and civic conditions in the community for an extended period, and at all times, while working toward high ideals, he has employed practical methods that have proved effective in attaining the result desired.

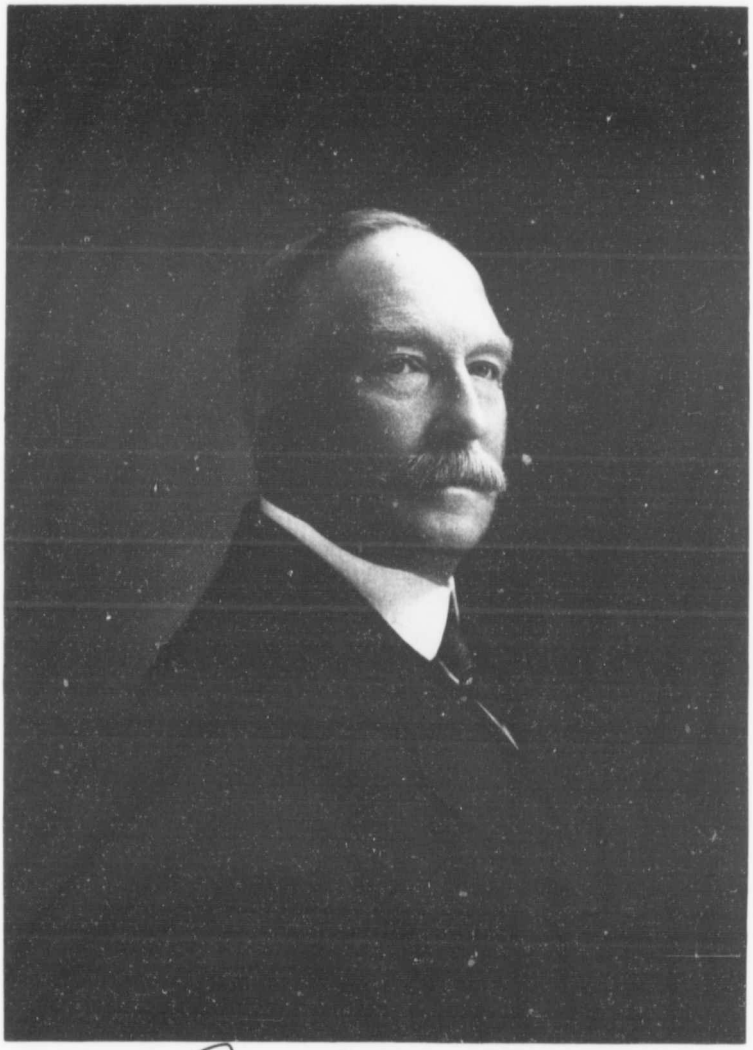
He was born May 21, 1853, at Dallaghgill, near Ripon, in Yorkshire, England, the second son of the Rev. Henry Prior, vicar of that place, and Hannah Prior. Both parents are now deceased. The son was educated at Leeds grammar school and afterward served his articles as mining engineer in Wakefield. In November, 1873, he engaged with the Vancouver Coal Mining & Land Company, Ltd., and came to Vancouver island as engineer for that company, with which he remained until 1878. When the Mine Inspection Act was passed the miners of the country petitioned the government to make Mr. Prior government inspector of mines, which request was accordingly complied with.

In 1880, however, having found that a government position offered little opportunity for advancement, Mr. Prior purchased half the business of Alfred Fellows, a hardware merchant, who had opened a store in 1859. The firm then became Fellows & Prior and continued as such until 1883, when Mr. Prior purchased his partner's interest. When he entered the business in 1880 there was only one employe and the store was located on Yates street. When Mr. Prior took over the entire business he began making plans for its expansion, resolving that he would increase the sales if it could be done by honorable, progressive methods. The result of the enterprising spirit and contagious enthusiasm which he introduced as a factor in the business had immediate results and his growing trade led to his admitting G. F.

Mathews to a partnership in the business in 1886. In 1891 they were joined by G. W. Wynne, who had commenced with Mr. Fellows, and in 1905 by C. P. W. Schwengers. These four gentlemen own the entire stock of E. G. Prior & Company, Ltd., under which name the business was incorporated in 1891. The head office and warehouses are situated in Victoria, with branch houses in Vancouver and Kamloops. The regular staff today consists of over ninety-five people and ninety-four thousand square feet of floor space is utilized. The firm has offices in both London, England, and New York, and their business covers the whole of British Columbia. They have an extensive trade in iron and hardware as well as in machinery, and are the sole agents in this province for many of the largest firms in the world. They issue a hardware catalogue of over eight hundred pages and a smaller machinery catalogue. Their regular customers include nearly all of the owners of the largest mills, mines and railways and the foremost contractors and farmers in the province. Theirs has been a steadily growing business that owes its success in major part to the man whose name it bears.

Mr. Prior is essentially a typical, energetic business man of the present age—methodical, systematic, aggressive, affable and always approachable. The same qualities, too, indicate his fitness for activity in politics, and his fellow townsmen, desiring his services in that connection, elected him a member of the British Columbia legislature, in which he served from 1886 until 1888, when he resigned to become a candidate for the house of commons, to which he was returned by acclamation. He was reelected in 1891, 1896 and 1900, a fact indicative of his fidelity and capability in office. He has ever subordinated self-aggrandizement to the public good, and he stands loyally in support of every principle in which he believes. During the Sir Mackenzie-Bowell ministry in 1895 Mr. Prior was controller of inland revenue, with a seat in the cabinet, and was also with Sir Charles Tupper's ministry until its resignation in 1896. In November, 1902, he was made premier of British Columbia and so continued until June, 1903.

Mr. Prior was elected a life member of the North of England Institute of Mining and Mechanical Engineers in 1875. He is also vice president of the Victoria Board of Trade. His military service has also brought him prominently into public notice. For several years he was lieutenant colonel of the Fifth Regiment Garrison Artillery of British Columbia, continuing in that position from 1888 until 1896. He holds a certificate of qualification from the Royal School of Artillery, and he was twice president of the Dominion



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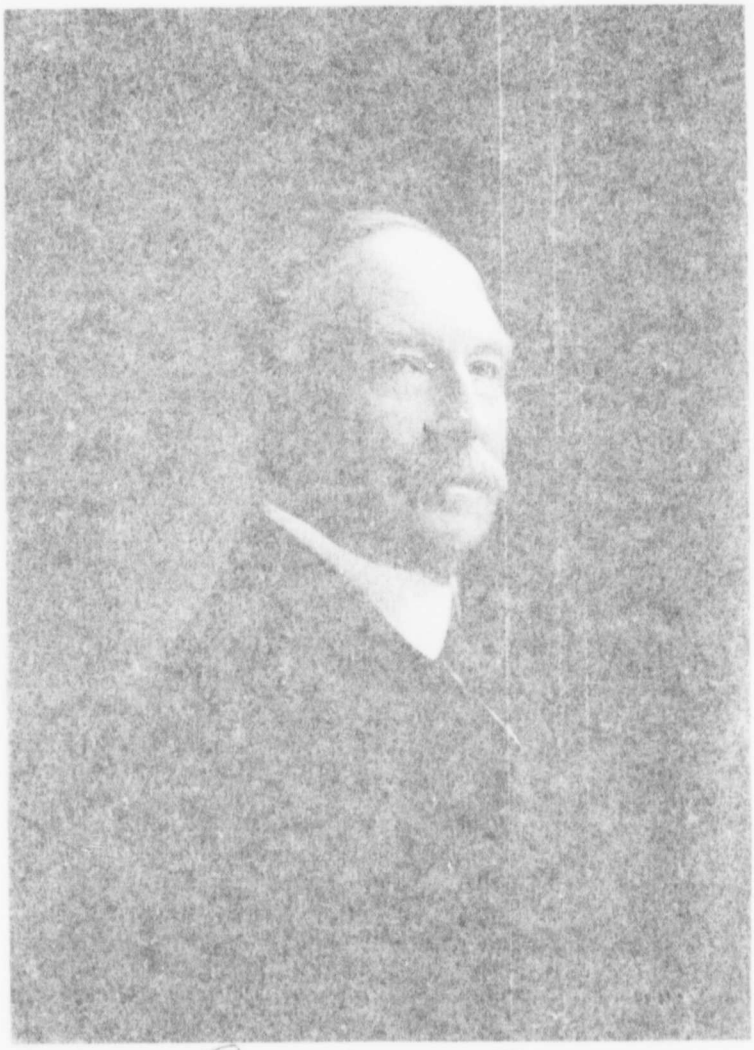
Lieutenant Colonel, The Hon. E. G. Prior

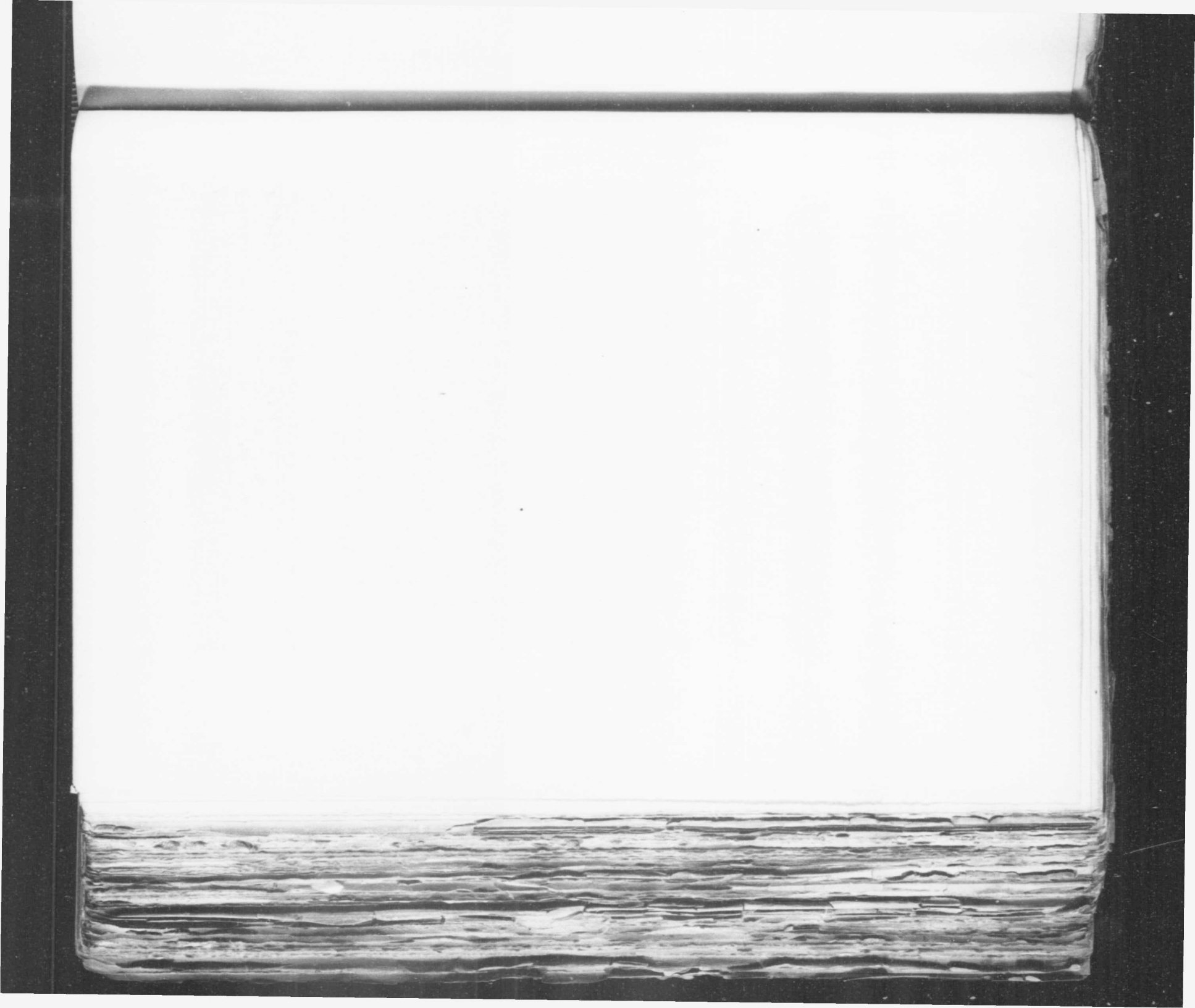


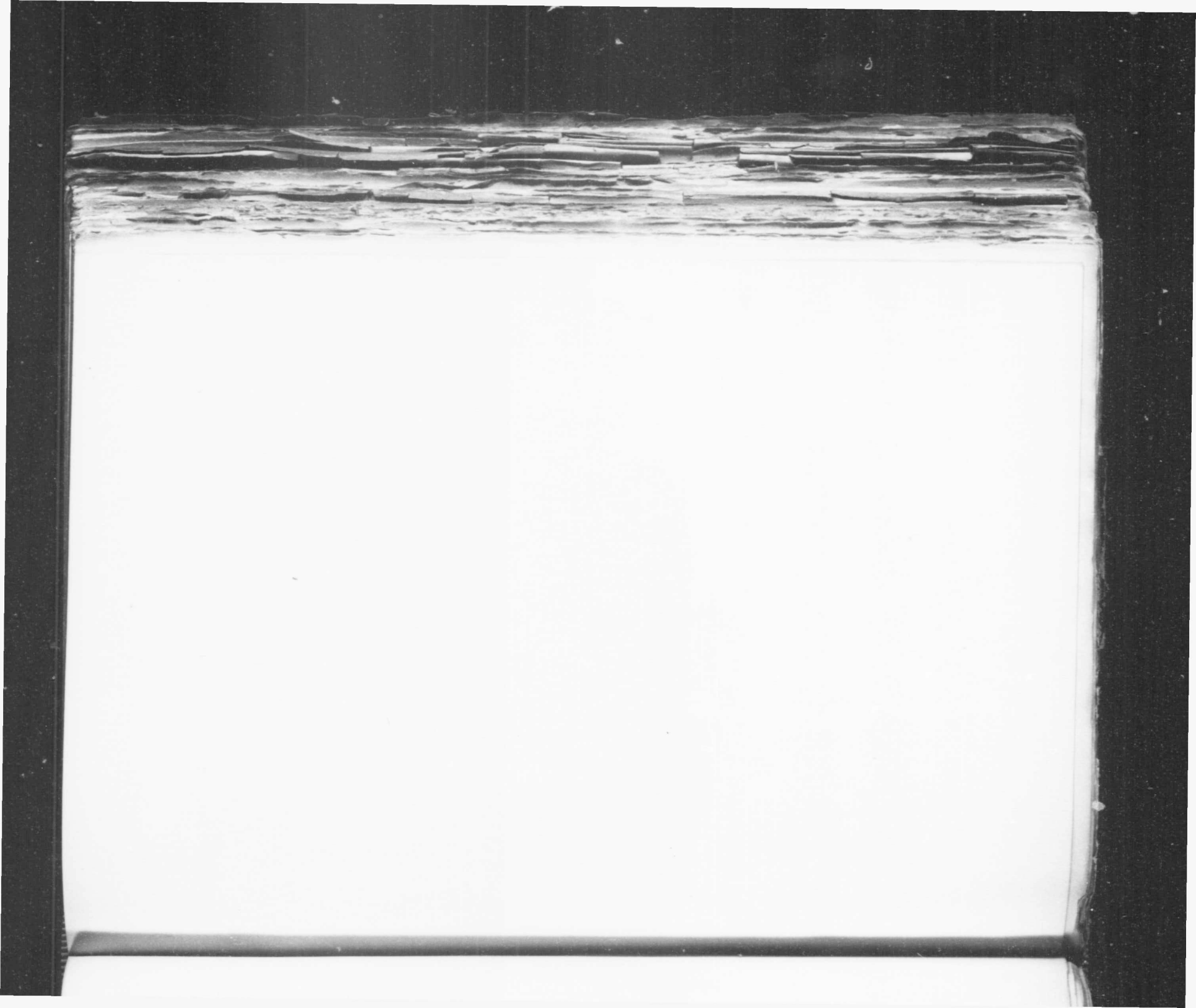
Edw. S. Clarke Prior

Artillery Association. He was appointed extra aid-de-camp of two of the governor generals of Canada, Lord Stanley and Lord Aberdeen, being first called to the position in 1889, and he commanded the Canadian Rifle Team at Bisley, England, in 1890.

In 1878 Mr. Prior married Suzette Work, of Victoria, and by this marriage a son and three daughters were born. Helen Kendell Mouncey, the eldest, is now the wife of Captain, the Hon. F. G. Hood, R. E., stationed in Ireland. Cecelia Maud is the wife of Judge Lampman, of Victoria. Basil Gawler is engaged in the real-estate business in Victoria. Jessie Burton is at home. The mother passed away in 1897 and in 1899 Mr. Prior was again married, his second union being with Genevieve B. Wright, a daughter of Captain Thomas Wright, of San Francisco. In addition to his city residence in Victoria Colonel Prior has a beautiful country home on the shores of Shawnigan lake on Vancouver island.

Colonel Prior is a member of the Union Club of Victoria, of which he is now the president. He also belongs to the Vancouver Club of Vancouver, British Columbia, and the United Empire Club of London, England. Politically he is a conservative. He is fond of motoring and fishing and much of his recreation comes to him along those lines. His ability to meet all men affably and tactfully, his thorough business methods and his faculty for careful organization, together with other cardinal virtues of the successful business man—industry, honesty, system and one price for all—are the secrets of his commercial prosperity. Always pleasant and courteous, calm and serene at all times and under any circumstances, he wins friends wherever he goes. Under a quiet exterior, however, there is an underlying force of will and reserve. He is a man who has fought battles in the political and business arena for the mere love of winning the victory, and the greater the difficulties the more determined and persistent his purpose. He commands and holds the respect and loyalty of his associates and his employes. He has with him men who have been in his service for the past twenty or thirty years, and no higher testimonial of his character could be given than this.





A. Edward Sulk

A. Edward Tulk

A. EDWARD TULK, barrister-at-law, capitalist, and having extensive connections in Vancouver and throughout British Columbia, and who is also widely known in connection with the leading sports which most engross public interest, has led a most interesting and successful career.

Born in Hamilton, Ontario, on [illegible], he is the son of John J. and Mary Margaret [illegible], natives of England and Ontario respectively. Mr. Tulk was educated as a pupil in the public schools of Hamilton, passing through the successive grades until he became a high-school student, taking the course of a collegiate institute training or entering upon the commercial course instituted by the provincial government of Ontario. Mr. Tulk selected the latter, and in 1891, at the age of twelve years, received the highest diploma for general proficiency in commercial training.

The next two years were spent by Mr. Tulk in the office of the Standard Life Assurance Company, and the following five years in the grocery and liquor firm of the Charles Brenner Company.

In the spring of 1898 Mr. Tulk became identified with Vancouver and British Columbia, engaging in general trading on [illegible] and in the Cassiar district in the northern part of the province, [illegible] Clemens under the firm name of Curtis & Tulk. [illegible] Tulk & Forrest and in Telegraph Creek in the same line, and [illegible] the spring of 1899 we find Mr. Tulk the sole proprietor of the firm.

In the summer of 1899 Mr. Tulk purchased [illegible] interest in the Excelsior Steam Laundry in Vancouver, [illegible] this interest in the fall. On November 1, 1899 he [illegible] the Gold Seal Liquor Company, Limited, becoming [illegible] and associated companies engaged in a general [illegible] distributing of the products of Great Britain, France, Germany, Italy and California, building up and conducting one of the most extensive distributing businesses in Canada.

A Edward Tuke

A. Edward Tulk

A. EDWARD TULK, barrister and capitalist, and having extensive commercial interests in Vancouver and throughout British Columbia, and who is also widely known in connection with the leading sports which most engross public interest, has had a most interesting and successful career.

Born in Hamilton, Ontario, on Christmas, December 25, 1879, second son of John J. and Mary Margaret (McAndrew) Tulk, natives of England and Ontario respectively, Mr. Tulk at the usual age became a pupil in the public schools of Hamilton, passing through the consecutive grades until he became a high-school student, having the option of a collegiate institute training or entering upon the commercial course instituted by the provincial government of Ontario. Mr. Tulk selected the latter, and in 1891, at the age of twelve years, received the highest diploma for general proficiency in commercial training.

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In the spring of 1898 Mr. Tulk became identified with Vancouver and British Columbia, engaging in general trading on Stikine river and in the Cassiar district in the northern part of the province, first in Glenora under the firm name of Curtis & Tulk, which was succeeded by Tulk & Forrest and in Telegraph Creek in the winter of 1899, and in the spring of 1899 we find Mr. Tulk the only member of his firm.

In the summer of 1899 Mr. Tulk purchased the controlling interest in the Excelsior Steam Laundry in Vancouver, disposing of this interest in the fall. On November 1, 1899, he organized the Gold Seal Liquor Company, Limited, becoming president of that and associated companies engaged in a general importation and distribution of the products of Great Britain, France, Germany, Italy and California, building up and conducting one of the most extensive distributing businesses in Canada.

Retiring from the management and control of his commercial interests in June, 1907, in Vancouver, Mr. Tulk passed the matriculation examination of McGill University, and in September of the same year in Montreal became a student in law, graduating with first-class honors as a Bachelor of Civil Law in April, 1910. In the fall of 1907 Mr. Tulk was articled to and entered the office of Hon. C. J. Doherty, K. C., M. P., now Dominion minister of justice, where he remained three years, and during which time in April, 1910, at Quebec city he was admitted to the practice of law in the courts of the province of Quebec. Returning to Vancouver in March, 1911, Mr. Tulk passed the British Columbia provincial examinations and was called to the bar and admitted as solicitor of the supreme court, rapidly acquiring an extensive practice and demonstrating his vast commercial experience in his handling of some important civil cases wherein a wide knowledge of commercial law was essential. The following year Mr. Tulk became a member of the firm of Henderson, Tulk & Bray.

Mr. Tulk has many claims upon his time and energies, being a director and large shareholder in the Graham Island Settlement Company, Limited, who own twenty thousand acres on Graham island, and who for the past two years have been actively engaged in developing and colonizing the tract. Mr. Tulk is also a director of a large number of commercial and financial corporations, as well as a large realty holder of central business property, and enjoys the unique experience of never yet having sold any property which he has purchased, and investments having been judiciously made, his property holdings are continually increasing in value.

Associated with Harold C. Clarke, A. J. Mayo and Fred Schofield, Mr. Tulk organized and operated the first independent league base ball in Vancouver, and built the first base ball park in this city, the old Powell Street grounds, which were acquired by the city for city park purposes. When Vancouver took over these grounds, Mr. Tulk obtained a franchise in the North Western League, and associated with Messrs. W. H. Armstrong, C. M. Marpole, George E. MacDonald, W. D. Haywood and others and built and operated Recreation Park on Homer street, which will be remembered by players and fans of all sports for many years to come. This land has just been taken back by the Canadian Pacific Railway Company and is being cut up and sold for warehouse sites. Mr. Tulk has always been active in lacrosse and football, and was vice president of the West-End Lacrosse Club for many years. He was also the founder and organizer of the present Vancouver Athletic Club, was vice president on its first board, and was a director for many years.

In June, 1902, Mr. Tulk was united in marriage to Miss Marie Josephine Nett of Hamilton, Ontario, and they have one son, Alexander Edward.

In politics Mr. Tulk is a stanch conservative and very active in the ranks of the party. Being a young man and possessing in a marked degree that splendid foresight and skilful diplomacy which make for thorough, broad statesmanship, Mr. Tulk will, in all probability, find in the political arena a still wider scope for his talents. Mr. Tulk is a member of the Masonic order, and also of the Loyal Orange Association. That he is appreciative of the social amenities of life is indicated in his memberships in the University Club, the Terminal City Club and the Commercial Club. He is a member of the Church of England.

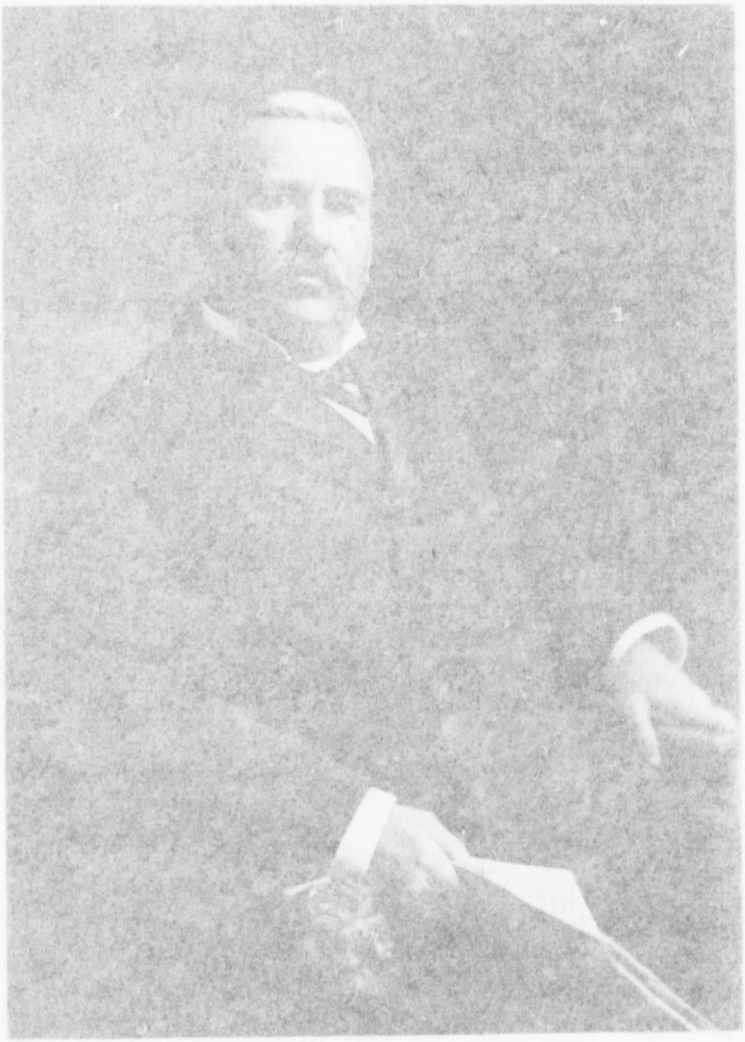
Mr. Tulk is one of a group of remarkable and notable men who are helping to build up Vancouver and who are leaving their impress upon it. Mr. Tulk's hospitality is proverbial and he is generous to a fault. No one who goes to him for assistance is ever turned away disappointed—he is scrupulously honest and upright, is a devoted friend and possesses social qualities of a rare type which render him an exceedingly enjoyable companion. Mr. Tulk has the reputation of being an excellent speaker and keen debater, and beneath a serene countenance and patient temperament he has a wonderful gift of organization and magnetic influence which has crowned his life with successful accomplishments. He is possessed of the typical western spirit of progress and enterprise, but has never regarded business as the sole end and aim of existence, but rather as an important feature of a life which has also been devoted to various other affairs, which constitute important elements in the life and activity of a nation.

C. S. Douglas

Charles Stanford Douglas

CHARLES STANFORD DOUGLAS, [illegible] capitalist, legislator and ex-mayor of Vancouver and one of the most prominent, successful and highly respected citizens of British Columbia, is descended from a family of Scottish ancestry that has for years held high positions on the American continent, both in Canada and the United States. Among the immediate ancestors of Deacon William Douglas, who sailed from Scotland to Massachusetts in 1630 and settled in Boston. Charles Stanford Douglas is the son of John A. and Esther M. (Knappen) Douglas, the former a second cousin of the eminent American statesman, Stephen A. Douglas, the "little giant" of Illinois. The father, John A. Douglas, served as an officer in the Wisconsin Volunteers during the Civil war, becoming quartermaster of the Twentieth Wisconsin regiment, and his last days were spent in Lebanon, Missouri.

Charles S. Douglas was born in Madison, Wisconsin, October 1, 1862, and pursued his education at Wayland University in Beaver Dam, Wisconsin. Following the completion of his education he was employed on various newspapers in Minnesota and Wisconsin and in 1875 became owner and publisher of the Superior Times, at Superior, Wisconsin, which he sold two years later. In 1877 he crossed the border into Canada, settling at Fort William, Ontario, where he purchased the Fort William Dave Book [illegible] removed to Emerson, Manitoba, where he published the Emerson Iron Colonial, the first or second paper published in the province. He became a prominent and influential factor in community affairs, contributing much to the upbuilding of the city and district and was a member of the town council, of the school board and also filled the position of mayor. Still higher official honors awaited him however, in his election to the local parliament, where he sat for Emerson from 1883 until 1889. In June of the latter year he came to Vancouver, where he has since engaged in the real-estate and brokerage business and in various other lines of activity which have contributed to the material



C. S. Douglas

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development and prosperity of the city as well as to his individual interests.

On the 1st of December, 1881, Mr. Douglas was united in marriage to Miss Annie M. Johnston, a daughter of J. E. Johnston, of Toronto. She died in 1908. In 1909 Mr. Douglas was again married, his second union being with Mrs. Elizabeth Manley, the widow of Major Fred M. Manley and a daughter of John Fisher, of Harriston, Ontario. Mr. Douglas has had no children of his own but has reared several adopted ones.

Mr. Douglas' identification with progressive public measures and projects has made him one of the leading, influential and honored residents of the province. He has taken great interest in a memorial known as the Scot Memorial Sailors Home. In 1894 he was a candidate for the provincial legislature for Richmond but was defeated. He assisted in the organization of South Vancouver which was then small and comparatively unimportant but is now a great municipality, and he was chairman of its first finance committee. In 1909 he was elected mayor of Vancouver, filling the office for one term, during which he gave to the city a public-spirited and beneficial administration, characterized by various needed reforms and improvements. While occupying the mayor's chair a number of notable events occurred, including the opening of the Granville Street bridge by his excellency, Earl Grey, governor-general of Canada; a visit to the city of Lord Strathcona and a visit of a party of distinguished Australian journalists en route to London. These latter Mr. Douglas entertained at a banquet which he gave at the Hotel Vancouver. An interesting souvenir of this visit is a large photograph of the party including a number of prominent citizens of Vancouver and taken at the "big tree" in Stanley Park. Mr. Douglas also has an interesting photograph taken at the "big tree" on the occasion of Lord Strathcona's visit. It includes Lord Strathcona and Sir Mackenzie Bowell, two grand old men of Canada, Chief Commissioner Chipman of the Hudson's Bay Company and Mr. Douglas. He also entertained Governor (now justice of the United States Supreme Court) Hughes of New York and Governor Johnson, of Minnesota. Prominent and popular in club circles he is well known as a member of the Vancouver, Terminal City, Canadian, Shaughnessy Heights Golf Clubs, and the Royal Yacht Club of Vancouver. In personal appearance Mr. Douglas is five feet, eight inches in height and weighs two hundred and thirty-five pounds. He is a man of cheerful disposition, genial, courteous and approachable, and has a circle of friends almost coextensive with the circle of his acquaintance. His devotion to the

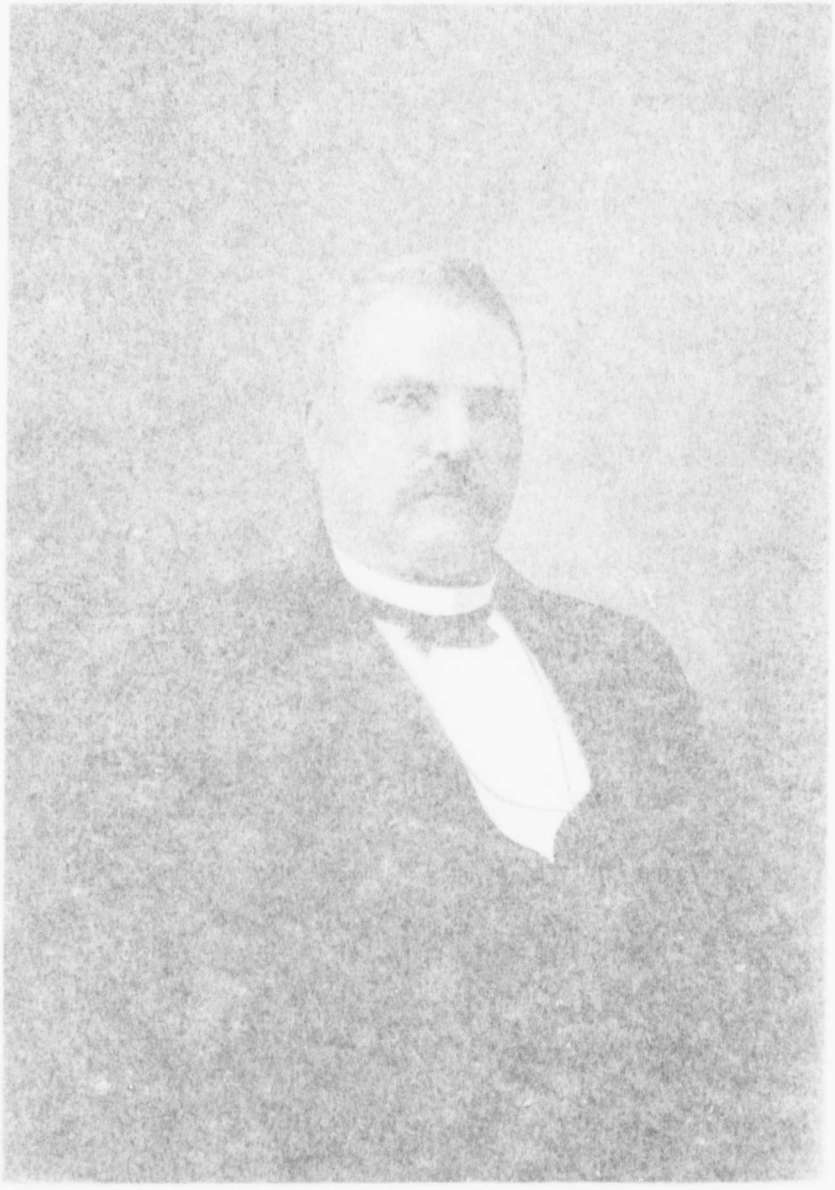
best interests of city and province show him to be thoroughly Canadian in spirit and the enterprise of the west is manifest in all that he undertakes, either for individual benefit or for the welfare of the city and province.

John Dougall

John Dougall

JOHN DOUGALL, living [illegible] at his residence home at No. 818 Cook stre[illegible] of close identification with [illegible] ness interests of the city [illegible] times, was born in England [illegible] was a native of Edinburg[illegible] mother came from England. Both [illegible] death in Victoria in 1878, at the age of [illegible] passing away when the subject of this [illegible] their family were seven children, five [illegible] Those who survive are: John, the subject [illegible] H., a retired engineer living in New Orleans, Louisiana.

John Dougall came to America from England with his parents when he was still a child and settled with them in New Orleans, where he acquired an education. He served his apprenticeship in the iron foundry business there and after a time came to Victoria, spending one month upon the journey and arriving in this city in the spring of 1859. In the previous year his father had brought a quantity of machinery and equipment to British Columbia and established in Victoria an iron foundry in that portion of the city known as the Indian reserve. Under the name of the Caledonian Iron Works the father and son operated this enterprise for some time, but business conditions in their province became dull [illegible] left Victoria and settled in San Francisco. [illegible] review remained and assumed charge of the [illegible] the Albion Iron Works, continuing in the [illegible] after which he established himself in business [illegible] ment and Pembroke streets. Here for many [illegible] Atlas Iron Works, building up a large and [illegible] and becoming well known as a powerful [illegible] It so happened, however, that Mr. Dougall [illegible] in industrial conditions felt all over the [illegible] decades ago which practically revolutionized modern [illegible] of factory operation. Corporations controlling millions [illegible] entered the field in competition with private owners and [illegible] displaced them.



John Dougall

John Dougall

JOHN DOUGALL, living retired in his comfortable home at No. 816 Cook street, Victoria, after a period of close identification with the industrial and business interests of the city extending back to pioneer times, was born in England in 1835. The father was a native of Edinburgh, Scotland, while the mother came from England. Both have passed away, the father dying in Victoria in 1878, at the age of seventy-three, and the mother passing away when the subject of this review was still a child. In their family were seven children, five of whom have passed away. Those who survive are: John, the subject of this review; and George H., a retired engineer living in New Orleans, Louisiana.

John Dougall came to America from England with his parents when he was still a child and settled with them in New Orleans, where he acquired an education. He served his apprenticeship in the iron foundry business there and after a time came to Victoria, spending one month upon the journey and arriving in this city in the spring of 1859. In the previous year his father had brought a quantity of machinery and equipment to British Columbia and established in Victoria an iron foundry in that portion of the city known as the Indian reserve. Under the name of the Caledonian Iron Works the father and son operated this enterprise for some time but when business conditions in their province became dull the elder Mr. Dougall left Victoria and settled in San Francisco. Mr. Dougall of this review remained and assumed charge of the foundry department of the Albion Iron Works, continuing in the position for nine years, after which he established himself in business at the corner of Government and Pembroke streets. Here for many years he conducted the Atlas Iron Works, building up a large and representative patronage and becoming well known as a powerful force in industrial circles. It so happened, however, that Mr. Dougall encountered that change in industrial conditions felt all over the world a few decades ago which practically revolutionized modern methods of factory operation. Corporations controlling millions of dollars entered the field in competition with private owners and eventually displaced them,

Mr. Dougall sharing in the general change. He sold his foundry to a syndicate at a good profit and, leaving Victoria, went to Vancouver, where he built a hotel at the corner of Cordova and Abbott streets. This enterprise he operated successfully for three years but finally disposed of this also and in 1889 retired from active life, having won in the course of a long and honorable business career a fortune sufficient to enable him to spend his declining years in rest and comfort. In 1890 he returned to Victoria and erected a comfortable residence at No. 816 Cook street, in which he has lived since that time.

In New Orleans, Louisiana, Mr. Dougall was united in marriage to Miss Rosana Graham and they became the parents of three sons and two daughters. Of these one son, John Dougall, of Victoria, is living while the other children have passed away. Mrs. Dougall died April 4, 1911, after fifty-four years of married life.

Mr. Dougall has been actively interested in civic affairs and his cooperation can always be counted upon to further movements for municipal progress. He was one of the first volunteers for the fire brigade, known as The Deluge Company, and served as alderman in Vancouver from 1886 to 1887. He was one of the first volunteers in Victoria who joined the Artillery Corps under command of Captain Drake and it is thought that he is the only surviving member of this body. He is a devout adherent of the Presbyterian church, and fraternally is identified with Victoria Lodge, No. 1, I. O. O. F., having held membership in this organization since the first lodge meeting, held at the corner of Fort and Wharf streets. His entire life has been actuated by the most honorable principles, his self-reliance and unfaltering industry, combined with his integrity, constituting the salient features in his success.

Rosana Dougall

Mr. Dougall shutting in the general change. He sold his foundry to advantage at a good profit and, leaving Victoria, went to Vancouver, where he built a hotel at the corner of Cordova and Abbott streets. This he conducted successfully for three years but finally disposed of this also and in 1889 retired from active life, having won in the course of a long and honorable business career a fortune sufficient to enable him to spend his declining years in rest and comfort. In 1890 he returned to Victoria and erected a comfortable residence at No. 810 Cook street, in which he has lived since that time.

In New Orleans, Louisiana, Mr. Dougall was united in marriage to Miss Rosalia Graham and they became the parents of three sons and two daughters. Of the seven only John Dougall, of Victoria, is living while the other children have passed away. Mrs. Dougall died April 1, 1911, after fifty-four years of married life.

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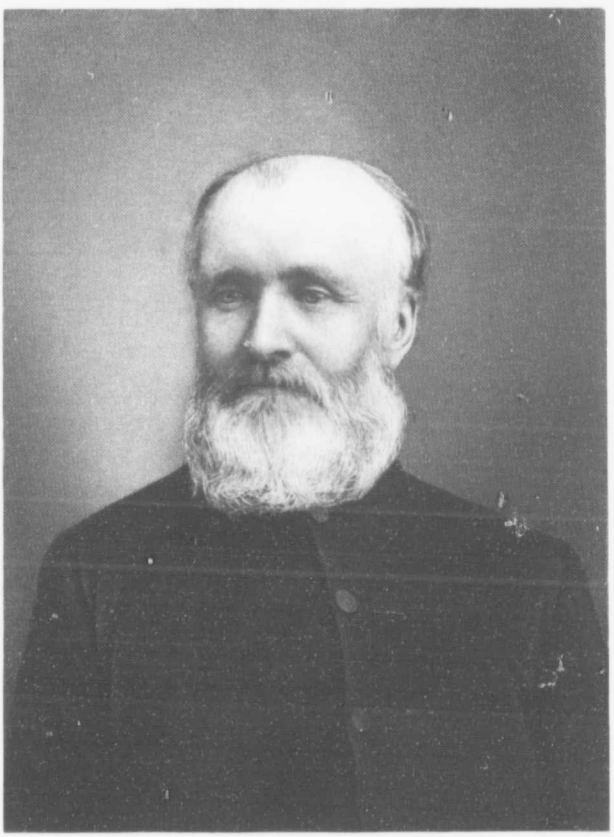
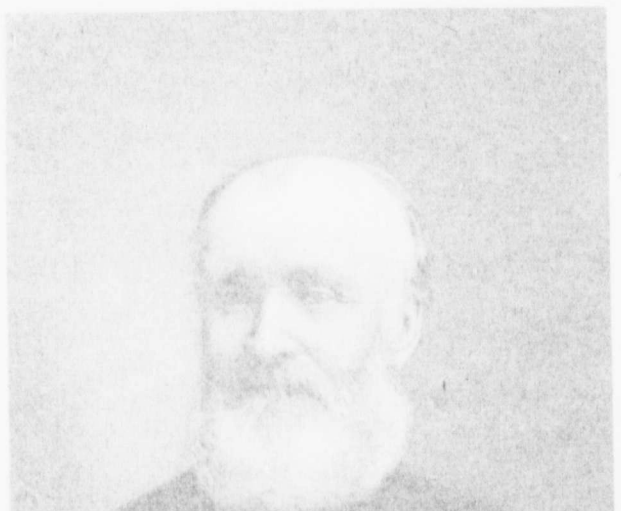
Rosana Dougall



R. Jamieson

Rev. Robert Jamieson

HAND in hand with the work of material progress in the development of the northwest has been found the effort for the moral upbuilding of the province and thus it is that high standards of manhood and citizenship have been maintained, for the people as a whole are actuated by a spirit of Christian teaching which constitutes the guiding force in their lives. Among those who sow the seeds of Christian faith in the northwest was Rev. Robert Jamieson, who became the pioneer minister of the Presbyterian church in British Columbia. He was born in 1832 and was therefore a young man of twenty-four years when he entered upon the active work of the ministry at Belturbet, Ireland, in 1856. Three years later, or in 1856, he crossed the Atlantic to Canada and was called to the pastorate of the churches at Danville and at York Mills. On the 10th of December, 1861, at Knox church in Toronto, he was designated as the first missionary of his denomination to British Columbia. The work of progress and development seemed scarcely begun in this section of the country. There was no railroad connection with the east and comparatively few steamships carried the passengers and their freight to this section of the new world. Early in 1862, however, the Rev. Robert Jamieson arrived in Victoria where he found the Rev. John Hall of the Irish Presbyterian church, who extended to him a most hearty and cordial welcome. He continued on his way to New Westminster and there was most graciously welcomed by the Presbyterians of the district, who were glad once again to hear the teachings of the church in which they believed. He at once began work among the congregation of St. Andrew's and a church was soon erected, his parishioners subscribing three thousand dollars of the work the first year. For four years Mr. Jamieson labored untiringly for the interests of his congregation and for humanity. He also undertook the moral development of the district and also established and conducted a school, which was the first one of that He obtained a grant of five hundred dollars from the government to supplement the fees and he remained in charge of the



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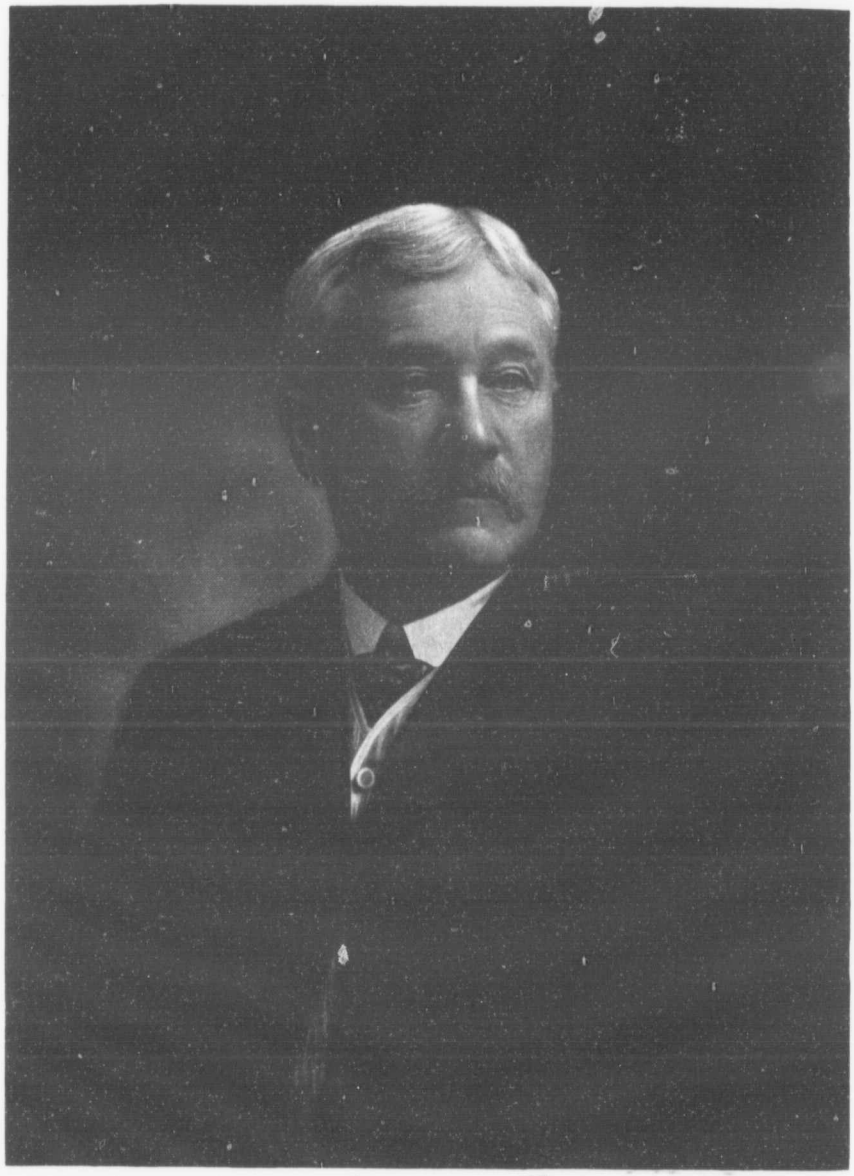
school until he was able to secure another teacher. One, writing of this period of his life, said: "It can easily be imagined that a population of adventurous men, ebbing and flowing almost with the frequency, but by no means with the regularity, of the tides, was not the best from which to build up a settled congregation. For many years there was no session, and the board of management was chosen from those who could be induced to serve. Whether it was the patching of a roof or the education of the children—for the church preceded the public school—the pastor was the leader, the organizer; often, as in the school, the worker; nothing was too laborious to be attempted, nothing too trivial to be attended to, if it contributed to the success of the work he had set himself to do." After four years spent in New Westminster Mr. Jamieson, having obtained a successor for the work there, went to Nanaimo, where he again met the experiences of the pioneer preacher in the establishment and development of a church at that place. His efforts were crowned with notable success at Nanaimo during the three years or more of his residence there. He then returned to St. Andrew's, heartily welcomed by his first parishioners of the northwest. Still his services as a pioneer preacher were not ended, for he traveled up and down the Fraser valley, establishing churches at Langley, Maple Ridge and Richmond, continuing to give to them such aid as he could, preaching for them when opportunity offered. Summer and winter, rain or shine, he continued in this self-imposed task, in which connection it has been written: "Three services a day, with fifteen to twenty miles travel in a canoe, under a cold drizzle, or a scorching sun, as an interlude, coupled with all the usual hardships of work in an isolated field, and the special trial of constantly facing the question of duty—to go on where progress was so slow or to seek a wider sphere of usefulness—small wonder if these broke down a constitution never robust, so that Mr. Jamieson found himself an old man before his fiftieth year!" Soon after the Confederation in 1871 the condition of the church as well as of the country improved, for the Church of Scotland took up the work in the province and Mr. Jamieson then concentrated his efforts upon the church of St. Andrew's in New Westminster. When a controversy arose concerning the route of the Canadian Pacific Railway, many of the new ministers who had been sent to the west left the province and again Mr. Jamieson continued his efforts almost alone. There is no one man to whom Presbyterianism in British Columbia is so greatly indebted. He lived to see substantial growth and improvement in the church as well as in the country. Early in 1884 the congregation decided that it could be self-supporting and not depend upon funds

from outside sources. Just at this time Mr. Jamieson was prostrated by an illness so severe that his friends did not believe he could recover. Compelled to resign, his congregation voted him a liberal retiring allowance and in every way strove to mark its appreciation of his life work. He recovered sufficiently to be able to act as chaplain of the penitentiary and when his health permitted he was always ready to supply a vacant pulpit, but death called him in September, 1893, when he was but sixty-four years of age. The Presbyterian Record, writing of him, said: "Mr. Jamieson was emphatically a strong man. With natural abilities of a high order, a well-stored mind, a humor that was a quaint mixture of the racy Irish and the dry Scotch, a restless energy and dauntless courage, he was one to be reckoned with in any matter in which he had a part. He preached the old gospel of salvation through a crucified and risen Savior, and as a preacher he has had but few equals in the province. On the platform, too, while health permitted him to take part in the discussion of public questions, he was a power. In one respect he was intolerant; he had a quick, fierce contempt for falsehood and lies. A sentence from a commemorative sermon preached by the Rev. A. Dunn, himself a pioneer, might be taken as Mr. Jamieson's epitaph: 'He spared no man's sin or unbelief, he courted no man's favor, and he feared no man's face.' Not until the pioneers and their children have passed away will the memory of Mr. Jamieson and of the work he did for his Master and his church fade in British Columbia."

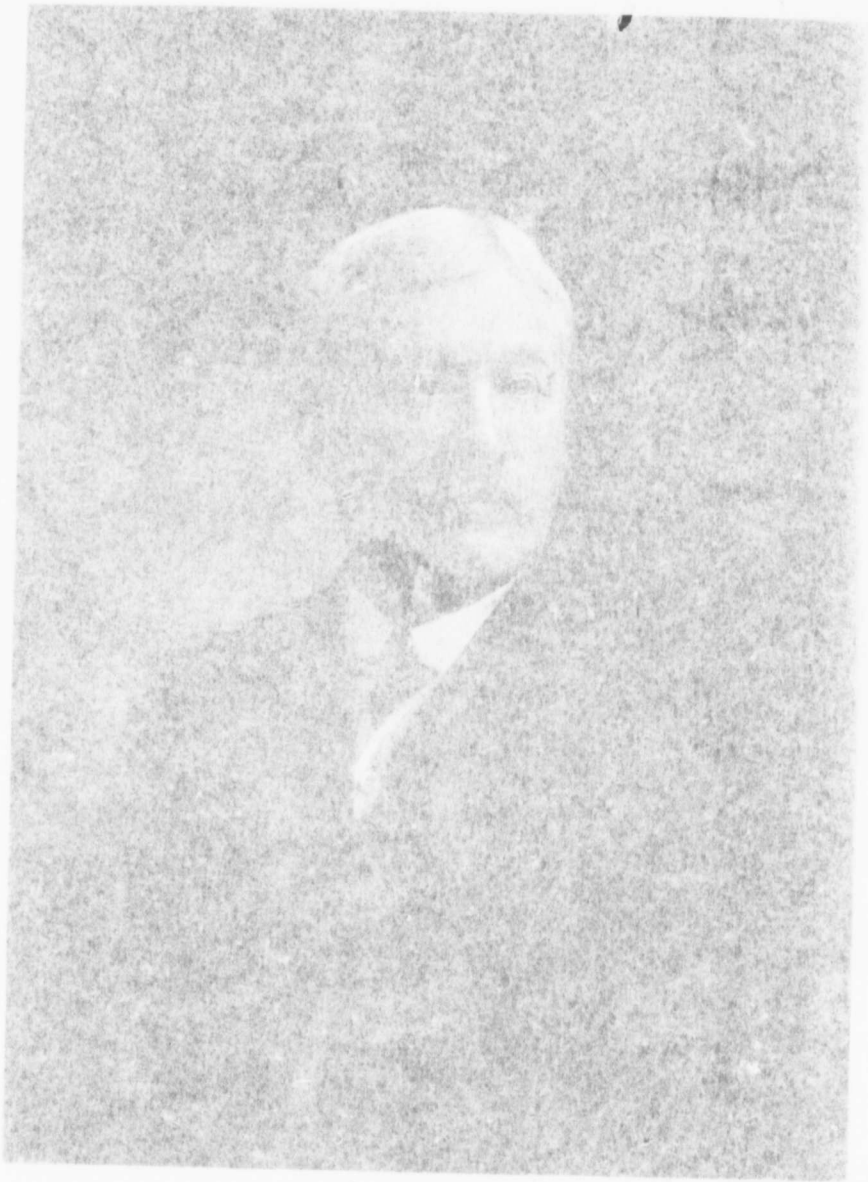


J. H. Evans

John Hamilton Gray, Jr.

TO MENTION John Hamilton Gray, Jr., as a civil engineer and surveyor places him in a class in which there are many representatives of the profession of but mediocre ability. He deserves more than this, as his professional position is one of prominence. The history of his life, if given in detail, would present and a clear picture of railroad building and development throughout the province and indeed his labors have been extended into many other sections of Canada. His ability has gained him continuous advancement, and although one of the oldest representatives of the profession in the northwest, he has kept at all times abreast with all that science and practical experience have taught and in fact has been a leader in solving many of the problems which confront the worker in the field.

Mr. Gray was born December 25, 1853, at St. John, New Brunswick, a son of John Hamilton and Eliza (Ormond) Gray. His father, a barrister by profession, was identified with the public affairs of the province of New Brunswick before and after the confederation. He was always a great enthusiast on the question of confederation of the provinces, and newspapers of that period report a speech in which he prophesied and urged the amalgamation of provincial interests. He became one of the "fathers of confederation" and was the intimate of the leading men of that period and a personal friend of Joseph Howe of Nova Scotia. He represented St. John city and county in the Dominion house until appointed a judge of the supreme court, his being the first appointment made in British Columbia. Extended mention of him is found on another page of this work. His wife was a daughter of Colonel Harry Smith Ormond of the Fortieth and Thirtieth Regiments. He was born in Maugerville, Sunbury county, New Brunswick, September 10, 1784, and settled in his native province in 1864, although his life for the most part was spent abroad, his military activity taking him into all parts of the world. He was the eldest son of Lieutenant George Ormond, adjutant of the Queen's Rangers, Colonel Graves Simcoe's famous loyalist corps of the American revolution. The Ormonds were a race of soldiers and



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direct descendants of the celebrated Duke of Ormond, lord lieutenant of Ireland in the reign of Charles I. Colonel Harry Smith Ormond received his commission as ensign November 8, 1799, and entered the Forty-ninth Regiment when but fifteen years of age. He served with the detachment of the regiment on His Majesty's Ship Glatten at the battle of Copenhagen in 1801 and commanded the guard of honor that received Lord Nelson when he visited the ship after the engagement. On the 28th of August, 1801, Colonel Ormond was promoted lieutenant and became captain on the 24th of September following. In June, 1802, the regiment sailed for Quebec and later played an important part in the early military history of Canada. For ten years they garrisoned the principal forts on the frontiers, and with that command Colonel Ormond served in the campaigns on the Canadian frontiers during 1812 and 1814. After the close of the war with the United States in the latter year, the Forty-ninth returned to England, having been stationed in Upper Canada seventeen years. Colonel Ormond also served in India and was at the Cape of Good Hope from 1825 until 1835. He was one of the first British officers who made possible friendly intercourse with the Kaffir chiefs. In 1829 he was promoted major with the brevet rank of lieutenant colonel and appointed aide-de-camp to Princess Charlotte of Wales, daughter of George IV and Queen Caroline. On the 14th of September, 1842, he arrived in St. John, New Brunswick, and assumed command of the Thirtieth Regiment, returning the following year to England. It was while stationed at St. John that he became acquainted with Hon. John H. Gray, who later visited Colonel Ormond in Dublin and there met and married his daughter Eliza. In 1853 Colonel Ormond returned to New Brunswick and his last years were spent in his native province. Unto Hon. J. H. Gray and his wife were born seven children, who are living with one exception.

The father's namesake, John Hamilton Gray of this review, acquired his early education through private tuition and afterward attended the St. John grammar school under Drs. Hutchinson and Manning. He later spent two and a half years at the University of New Brunswick and subsequently attended St. Joseph's College at Ottawa, thus winning his professional degrees. Following the completion of his course he entered upon civil engineering and land surveying, serving articles in Ontario for the latter and officially appointed for British Columbia in 1878. He arrived in this province in May, 1873,—one of a party of four civil engineers—to join the staff of the well known Martin Smith, who arrived here the same year in charge of Dominion railway affairs. The little party was taken from

Winnipeg, then Fort Garry, and started across the plains but was recalled and traveled up the Red river by steamer to St. Paul and thence by the Union and Central Pacific Railways to San Francisco. From that point the men proceeded by steamer to Portland and thence by railway and stage to Tacoma, Washington, and on to British Columbia, since which time Mr. Gray has been a resident of the province. He has been associated with important engineering projects in connection with railway construction, dyking and irrigation. In his younger manhood he was thus identified with the building of the Northern Railway of Canada, the Dawson route between Thunder Bay and Fort Garry and with the early Dominion government surveys for the Canadian Pacific Railway. He spent three years in that connection east of the mountains and five years in British Columbia. After that period upon the construction of the Canadian Pacific he performed important engineering feats in railroad building in the Fraser canyons and he was in charge of the northern portion of the Esquimalt & Nanaimo Railway, together with a large number of the smaller railways built in British Columbia between 1885 and 1900. He was actively engaged on the exploration of the north half of Vancouver island for the establishment of a railway route for the provincial government and he did some important dyking on the Fraser river, together with notable irrigation projects in eastern Washington. In the conduct of his professional interests he became senior partner of the firm of J. H. Gray & Milligan Brothers. Beside important reconnoissance surveys in British Columbia, they varied their operations by developing and executing one of the largest irrigation schemes in the dry belt in Washington. At a more recent date they established a bureau of information, instituted for the benefit of their clients and actual settlers who need reports, maps and information concerning the many large areas of land coming under the personal observation of Mr. Gray and his business associates. The partnership was terminated in May, 1913, so that Mr. Gray is now the sole owner of the business. He has since associated with him A. J. Julier, who acts as his land agent in connection with the many areas surveyed for syndicates and private owners. As the execution of important civil engineering and surveying projects have carried him into different sections of the country Mr. Gray has made judicious and extensive investment in real estate, owning lands throughout British Columbia. He is also interested in some mining companies of which he has been chairman or director.

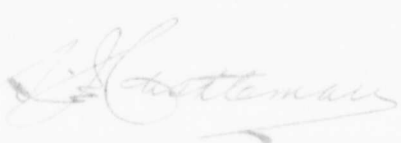
In 1888, in Portland, Oregon, Mr. Gray was united in marriage to Miss Frances Arbuthnot, a daughter of Thomas and Elinor (Har-

vey) Arbuthnot, of Surrey, England. Her father was a London barrister who at the time of her marriage was visiting the United States for his health. Mr. and Mrs. Gray have a daughter, Gladys Arbuthnot Hamilton Gray. The family home is an attractive residence in Victoria and they occupy an enviable position in social circles. Mr. Gray is a conservative in politics, active in support of the party in a private way, yet not an office seeker. He has held no political offices beyond professional appointments. He served, however, as provincial inspector of railways and government resident engineer on the Shushwap & Okanagan Railway between 1885 and 1895, and previously he was inspector on the construction of the Matsqui dyke. His religious faith is evidenced in his membership in the Church of England and he belongs to the Union and Pacific Clubs of Victoria.

Castleman

Samuel John Castleman

SAMUEL JOHN CASTLEMAN, financial and mining broker, has been engaged in his present business in Vancouver since 1905. Since he started out he has made continuous progress and each forward step in his career has brought him a broader outlook and wider opportunities. He early learned the fact that industry and determination spell success and in the conservation and utilization of those qualities he has gained the prominent position that he now fills in the business circles of his adopted city. He is of Canadian birth, having first opened his eyes to the light of day at Dickinsons Landing, Ontario, October 18, 1866. His parents were Ralph A. and Caroline Elizabeth (Hanes) Castleman. The father was one of the pioneers of eastern Ontario and the town of Casselman was founded by his family. The son pursued his education in the public schools of Stormont county, Ontario, and in the Ottawa Business College in the city of Ottawa. On leaving school in 1884 he was taken into partnership by his father, who was then operating a large lumber and milling business, the firm being styled R. A. Castleman & Son. That partnership continued until 1887, when Mr. Castleman engaged in the brick and tile manufacturing business, in which he remained until 1894. He then joined the accounting staff of the Canada-Atlantic Railway and was accountant and cashier with that company for ten years. In 1903 he came to Vancouver, British Columbia, and engaged in his present business, handling mining properties and stocks. His [illegible] concerning the value of commercial paper and his [illegible] knowledge enables him to so place investments [illegible] that excellent returns are secured. He has himself been a [illegible] judicious investor in mining properties, bank [illegible] stocks, and has large holdings in British Columbia. He is [illegible] extensively connected with corporate interests and is [illegible] of the Kitsilano Improvement Association; the promoter of the Irkeda Mines, Limited, and the Island Valley Railway Company; a director in the Amalgamated Gold Mines of British Columbia, and vice president of the Grand Trunk Lands Company, Ltd. His judgment is sound;



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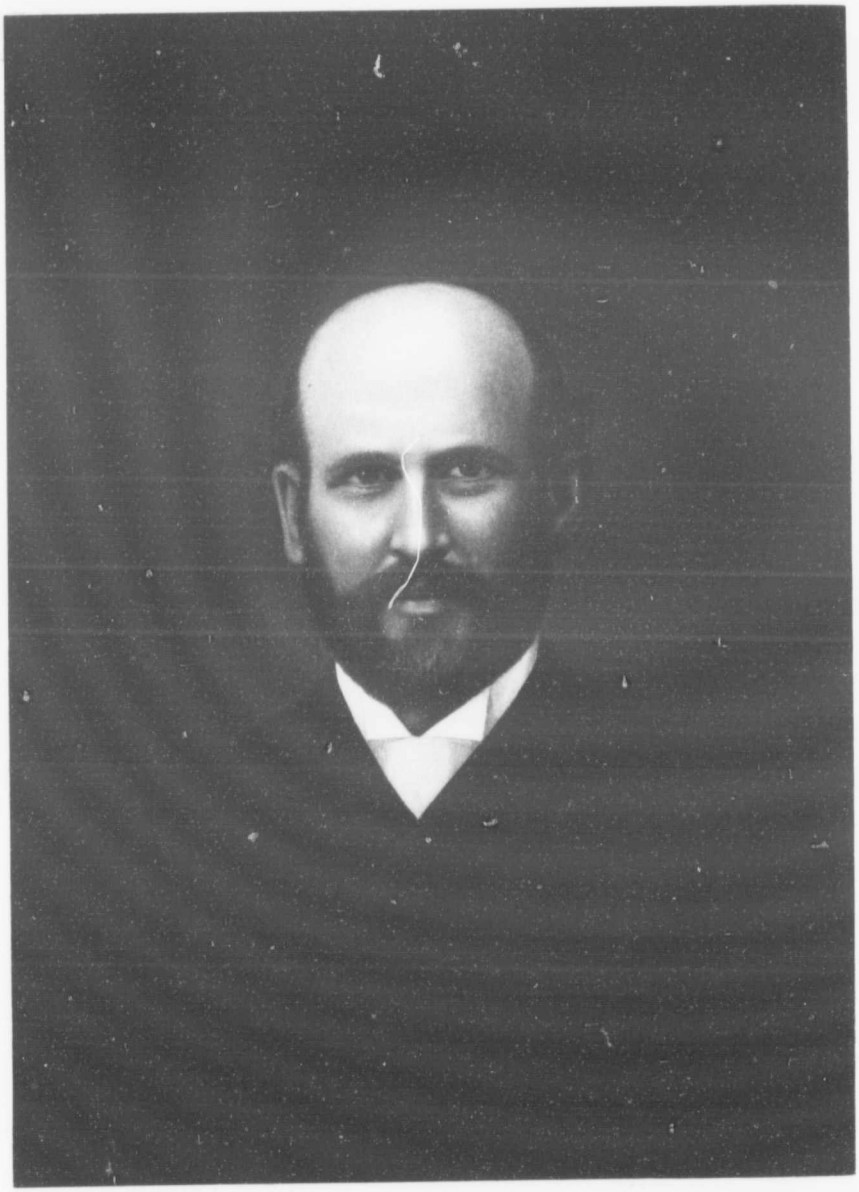
his discrimination keen, and his business activity always follows careful consideration of the different points of the questions at issue.

On the 8th of March, 1893, in Ottawa, Ontario, Mr. Castleman was united in marriage to Miss Jean Elizabeth Cameron, a daughter of a prominent family of Pembroke, Ontario. They have two children, Gordon and Gladys. Mr. Castleman has ever been interested in matters of public moment and has cooperated in various projects which have resulted beneficially to the communities in which he has lived. While residing at Casselman, Ontario, he served as school trustee from 1888 until 1890 and was councilor there from 1891 until 1893. His political allegiance has always been given to the liberal party, and his religious faith is that of the Presbyterian church. He is a Scottish Rite Mason and he belongs to the Terminal City, the Royal Vancouver Yacht and the Vancouver Athletic Clubs. He is interested in marine sports and derives considerable pleasure from motor-boating. Progress has been the keynote of his character, and throughout the years since he completed his education he has continuously advanced, winning his success through the utilization of measures and methods which neither seek nor require disguise.



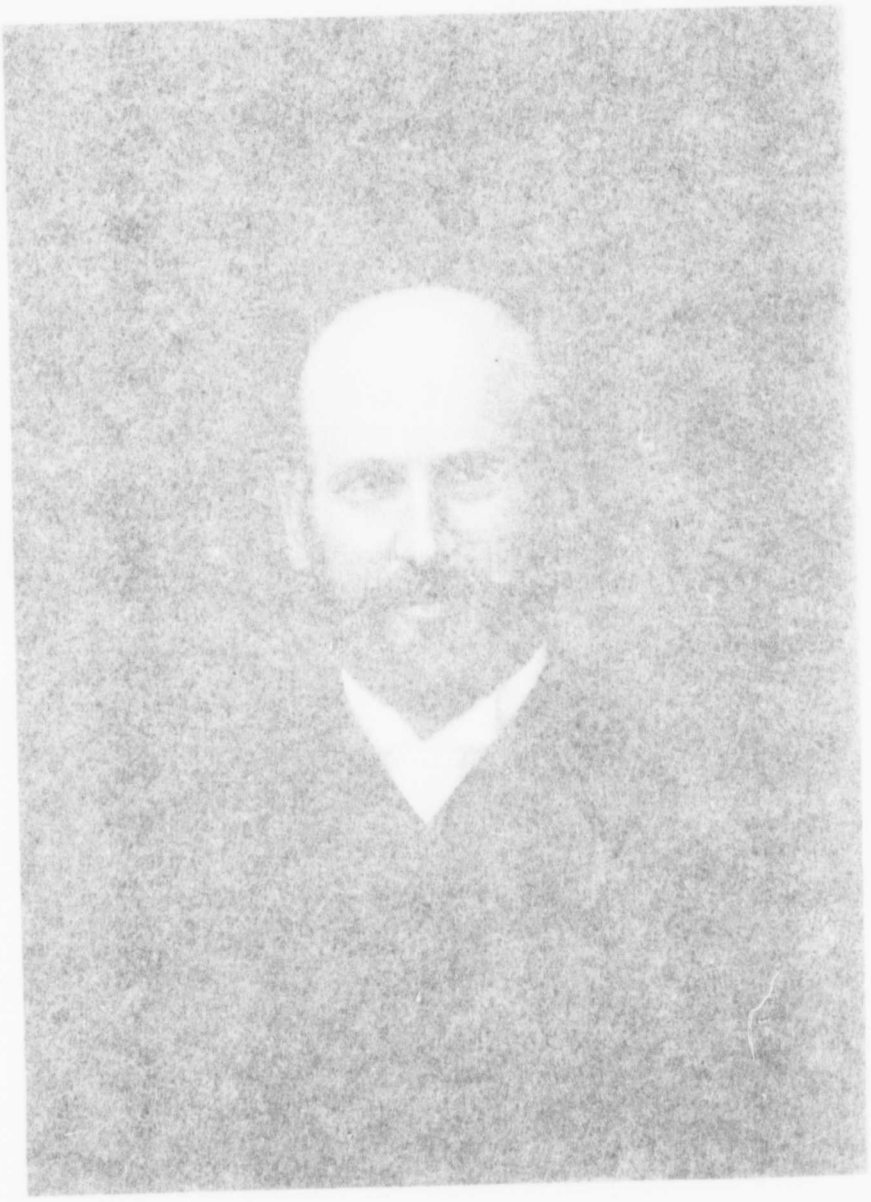
C. Watson

Rev. Coverdale Watson

THE contributions which the Rev. Coverdale Watson made to the upbuilding of [illegible] in British Columbia and other parts of the Dominion can hardly be estimated, for the gospel seed he uttered from the pulpit were words of power that sank deep into many hearts and have lived in the lives of those who came under his instruction. It is well known that "the boy is father to the man," and the qualities which Coverdale Watson displayed in his youth foreshadowed not only the strength of his character and his intellectual power but also the kindly spirit and hearty sympathy which made him popular and loved wherever known. His character was Christian in a sense rarely met with. Of a gentle, unselfish and sympathetic disposition, he was much loved. He leaves a memory fragrant with goodness—a memory that becomes sweeter with the rolling years.

Born near Whitby, Yorkshire, England, March 16, 1847, Mr. Watson came with his parents to Canada when but ten years of age, settling in the township of Walpole, Haldimand county, Ontario, where, with his only brother, Joseph Watson, he grew to manhood. He was from infancy surrounded by intensely religious and Methodistic influences and early gave his heart to God. Being endowed with natural gifts of a high order and possessing a studious disposition and a fervent religious temperament it was not surprising that he was led by his own convictions, confirmed by the advice of judicious friends, to devote himself to the Christian ministry. For his chosen life work he prepared himself with assiduous care, laying the foundation of a broad and liberal education in the Simcoe land high school and at Victoria University, Cobourg.

Rev. Watson entered the ministry in 1869 and was stationed successively at Teeswater, Londesborough, Holmesville and Mitchell. After a year at college he was sent to the old St. John church at Hamilton, Ontario, as the colleague of the late Rev. William Stevenson, being received into the full connection and ordained in 1874. From the commencement of his ministerial life he was recognized as a man of unusual promise and rapidly rose in the confidence and



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esteem of the church. Following his ordination he was sent to Yorkville, then to Peterboro and later to the Spadina Avenue church, Toronto. In the year of his marriage he was appointed to succeed the late Rev. R. H. Smith as chairman of the then British Columbia district, which position he retained until the organization of the British Columbia Conference in 1887, filling in the meantime successful pastorates at the Pandora Avenue church, Victoria, and at New Westminster. In response to a hearty invitation from Central church, Toronto, he then returned to Ontario, where he spent three years. But his heart was in the west and he gladly acceded to the warm request of the people of his old charge in Victoria who were about to open their magnificent new church, of which he became the first pastor. Of his work in the Metropolitan church, Homer street, Vancouver, and in a second appointment to New Westminster, it is needless to write. Thousands can testify to his power as a preacher, his fidelity as a pastor and his love and sympathy as a friend.

For several years it had been apparent to all that Rev. Watson's health was seriously impaired, but he maintained his labors with wonderful persistency and courage. Indeed, for a time his strength appeared to increase, when appendicitis ensued. An operation was performed but his enfeebled body could not withstand the shock. He sank rapidly and three days later, on February 21, 1898, his sanctified spirit was released from its earthly tabernacle and mortality was changed for life.

Rev. Watson was united in marriage in 1881 to Miss Mary Nichols, daughter of the late Rev. Matthew Nichols, of Brampton. The marriage was a most happy one and his widow, with three children, survives to mourn her irreparable loss.

Coverdale Watson was a man of large and varied gifts. His life as a student was marked by thoroughness and his reading, especially along theological lines, was extensive and discriminating. He was naturally an investigator and possessed a decidedly metaphysical mind which delighted in pursuing a subject to its ultimate analysis. No man was more keen in detecting or more merciless in exposing a fallacy. He could be severe in denouncing the specious and false maxims by which current evils are defended or wrong principles maintained. His preaching was intellectual and his sermons were marked by powerful appeals to the conscience, delivered in a manner and with a tone that rendered them peculiarly impressive. Intense spirituality, fearlessness and faithfulness characterized his pulpit efforts. He recognized vividly the high standard of scriptural holiness which Christianity demands and earnestly pressed believers to

its attainment. As a man he was upright, as a Christian saintly, strong in faith and mighty in intercession, as a friend tender, faithful and charitable, as a minister dignified, earnest and successful. He held a very warm place in the affection and esteem of his brethren, by whom his memory will long be cherished. The conference was bereaved of one of its most beloved and honored members and the Methodist church of one of its foremost preachers and pastors by his death. There was something unique about his friendships and one of the choicest spirits animating those days and pulsing so winsomely through those associations was the beautiful spirit of Brother Watson. "We sorrow not as those who have no hope." "He was not, for God took him." One more of the militant host whose ranks are multiplying in every land has joined the disembodied throngs who unceasingly celebrate the praises of the Lamb in the anthems of the skies.

"Oh, may we triumph so
When all our warfare's past,
And dying find our latest foe
Under our feet at last."

Gordon Sisdale

Gordon Drysdale

UNDER the style of Gordon Drysdale, Limited, is conducted the leading retail dry-goods house of Vancouver. It is the Marshall Field establishment of this city, setting the standard for similar enterprises and its steady growth results from progressive methods that introduce all that is novel and attractive in the goods handled. Gordon Drysdale has notable ability in co[illegible] forces and combining seemingly diverse elements into a [illegible] harmonious whole, and possesses in large measure the gen[illegible] sing and executing the right thing at the right time.

A native of Colchester, Nova Scotia, he was born April 8, 1859, a [illegible] George and Margaret (Shearer) Drysdale. The paternal [illegible]father came from Scotland and settled in Tatamagouche moun[illegible] district of Colchester county, Nova Scotia, where he engaged in [illegible]g. His son, George Drysdale, was born and reared on his [illegible]'s farm in Colchester county, and on reaching his maturity began [illegible]ng on his own account, following that occupation until his death. [illegible]e, Margaret Shearer, was also descended from a Scotch family [illegible]ttled in Colchester county.

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In the public schools of his native county Gordon Drysdale pursued his education and in 1874, when a youth of fifteen years, was apprenticed to the mercantile firm of J. F. Blanchard & Company at Truro, Nova Scotia, where he remained until 1881. He was then sent to New Glasgow, Nova Scotia, where he managed a branch store for the house until 1884. Ambitious, however, to engage in business on his own account, he then began dealing in general merchandise in partnership with his brother, Daniel Drysdale, under the firm style of Drysdale Brothers. Success attended the new undertaking from the beginning and after a short time Mr. Drysdale purchased his brother's interest in the business, which he conducted alone, but under the same style, until 1892. The opportunities of the growing west proved an irresistible attraction to him and in that year he came to Vancouver, purchasing the general mercantile business conducted by Haley & Sutton on Cordova street. He continued the business under his own name and conducted it successfully at that location until 1899, when

he removed to larger quarters at the corner of Cambie and Cordova streets, there remaining until 1903, when his interests were amalgamated with those of Charles E. Stevenson under the firm name of Drysdale-Stevenson, Ltd. They conducted business on Hastings street under that name until 1906, when the interest of Mr. Stevenson was purchased by David Spencer, who later in the year also purchased the interest of Mr. Drysdale and the business became and is still conducted as David Spencer, Ltd. In 1907, on completion of the building now occupied by Mr. Drysdale, he again entered the mercantile field as Gordon Drysdale, Limited, and so continues to the present time. His is the finest exclusive store in Vancouver, or in all western Canada, an extensive stock of high-class goods being carried. The store is most attractive in all its equipment and appointments and courtesy on the part of all employes is demanded, patrons receiving every possible attention. The company was the first in Vancouver to inaugurate six o'clock closing, and in 1912 they introduced the plan of closing on Saturdays, during July and August, at one o'clock. They are practically the only firm in the city today who follow this practice and have naturally earned the thankfulness of their employes, whose loyalty to the house has been greatly increased by this measure. The store further enjoys the enviable reputation of employing only first-class help and paying therefor first-class salaries. The employes are well treated and many measures are undertaken to contribute to their welfare and comfort. The business is a general dry-goods, millinery, and ladies' and children's furnishings establishment and they also maintain a carpet and draperies department. The fundamental principle upon which it is built is to treat the public fairly, and their reputation is that their advertisements are always strictly confined to statements of facts, and the public accept these advertisements absolutely for what they say. It has been the motto of the firm "never to misrepresent," and that such conduct is appreciated is evident from their ever increasing patronage. The Gordon Drysdale, Limited, in every respect enjoys high confidence in the eyes of the public and the efficient upbuilding of the organization, supported by the unswerving loyalty of their employes, is largely the work of Gordon Drysdale, who by his fair methods of operation has brought it to its present success. It is now a business of mammoth proportions and stands as a monument to the business ability and progressive methods of the owner.

In politics Mr. Drysdale is a liberal but not an active party worker. On the 1st of December, 1887, he married Miss Maria MacGregor, a daughter of Robert MacGregor, of New Glasgow, Nova Scotia, and their children are George Rudolf, Janet Robertson and Norman Mac-

Gregor. Mr. Drysdale is a member of no clubs or societies, preferring home life when not occupied with the cares of management of an extensive business. Each step in his career has been a forward one. He has been watchful of all the details of his business, and all indications pointing toward prosperity from the beginning, and has had an abiding faith in the ultimate success of his enterprise. He has gained prosperity, yet that has not been alone the goal for which he is striving, for he belongs to that class of representative Canadian citizens who promote the general welfare while advancing their individual interests.

C. McMillan

Major Charles McMillan

MAJOR CHARLES McMILLAN, who since 1906 has been engaged in the real-estate and investment business in Vancouver, was born in Toronto, Ontario, February 14, 1863, his parents being Robert and Annie (Roy) McMillan, both of whom were natives of Scotland. Coming to America, they resided for an extended period in Toronto, where for some years the father engaged in the banking business, but both he and his wife are now deceased.

In the acquirement of his education Major Charles McMillan attended the public and high schools of Toronto and in 1882, when a youth of seventeen years, started westward with Winnipeg as his destination. His initial step in the business world was made in Manitoba and later he engaged with the Canada Northwest Land Company as town site clerk, while subsequently he became agent for the Calgary town site trustees and sold all of that town site for them. With the early development and upbuilding of Calgary he was thus closely associated and for twelve years he filled the positions of city clerk and treasurer of Calgary, making a most commendable record in office by reason of his capability and faithfulness. In 1906 he came to Vancouver, where he has since confined his attention to real-estate and investments, building up a gratifying business in this connection. He has thoroughly acquainted himself with property values and aside from handling real estate has made large investments for clients, knowing fully the value of commercial property as a financial brokerage interests.

On the 24th of April, 1889, in Winnipeg, Mr. McMillan was united in marriage to Miss May Agnes McVicar, of that city, and they have one daughter, Clyde Irene, the wife of Forest E. Ritchie, of the Ritchie Construction & Supply Company of Vancouver. During their residence in Vancouver Major McMillan and his wife have formed many warm friends and the hospitality of a large number of the best homes of the city is freely accorded them. Major McMillan was connected with the Ninetieth Regiment of Winnipeg Rifles for five years and in Calgary was major of A squadron in the Fifteenth Regiment

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of Light Horse for five years and during the Riel rebellion, and holds a medal for his services there. His fraternal relations are with the Masons, in Perfection Lodge of Calgary, and the Odd Fellows, and his religious faith is that of the Presbyterian church. He belongs to that class which stands for all that is progressive in citizenship and his support can be counted upon for any movement which is a matter of civic virtue or civic pride.

G. L. Milne

George Lawson Milne, M. D., C. M.

AN EXACT and comprehensive knowledge of the underlying principles of medicine, a broad humanitarianism, a sense of personal responsibility, and a keen realization of the value of life and its ultimate purposes make Dr. George Lawson Milne, of Victoria, a very able and successful physician. He has practiced in the city since 1880 and during the intervening years has become not only a leader in his profession but a power in politics as well, his interests extending to many fields of public service. He has been a member of the provincial legislature and is at present Dominion medical officer, immigration agent and controller of Chinese immigration, his work in this office being recognized as unusually valuable and able. He was born in Garmouth, Scotland, April 19, 1850, being a son of Alexander and Isabella (Ingils) Milne, natives of Scotland, the father having been for many years a merchant in Garmouth. In 1857 he came with his family to Canada and settled in Medford, Ontario, where he followed the general merchandise business until his death, which occurred in 1894, when he was eighty-one years of age. His parents were also natives of Scotland, his father following the sea as captain of a ship and meeting death by drowning while in command of his vessel. The maternal grandparents of the subject of this review were born in Scotland and the grandfather was a farmer and landowner.

Dr. George Lawson Milne came with his parents to Canada in 1857, being at that time seven years of age. He received his early education in the public schools of Medford, Ontario, and later entered the medical department of Toronto University. He received his degree of M. D., C. M., in 1880 from Victoria University, and in 1890 Toronto University also conferred upon him the medical degree of Bachelor. In 1880 Dr. Milne began to practice his profession in Victoria, British Columbia, and here he has continuously resided since that time, for many years tending to one of the largest practices in the city. He has since given up private business entirely and now devotes his whole time to his official duties as Dominion medical officer, immigration agent and controller of Chinese immigration. He keeps in touch

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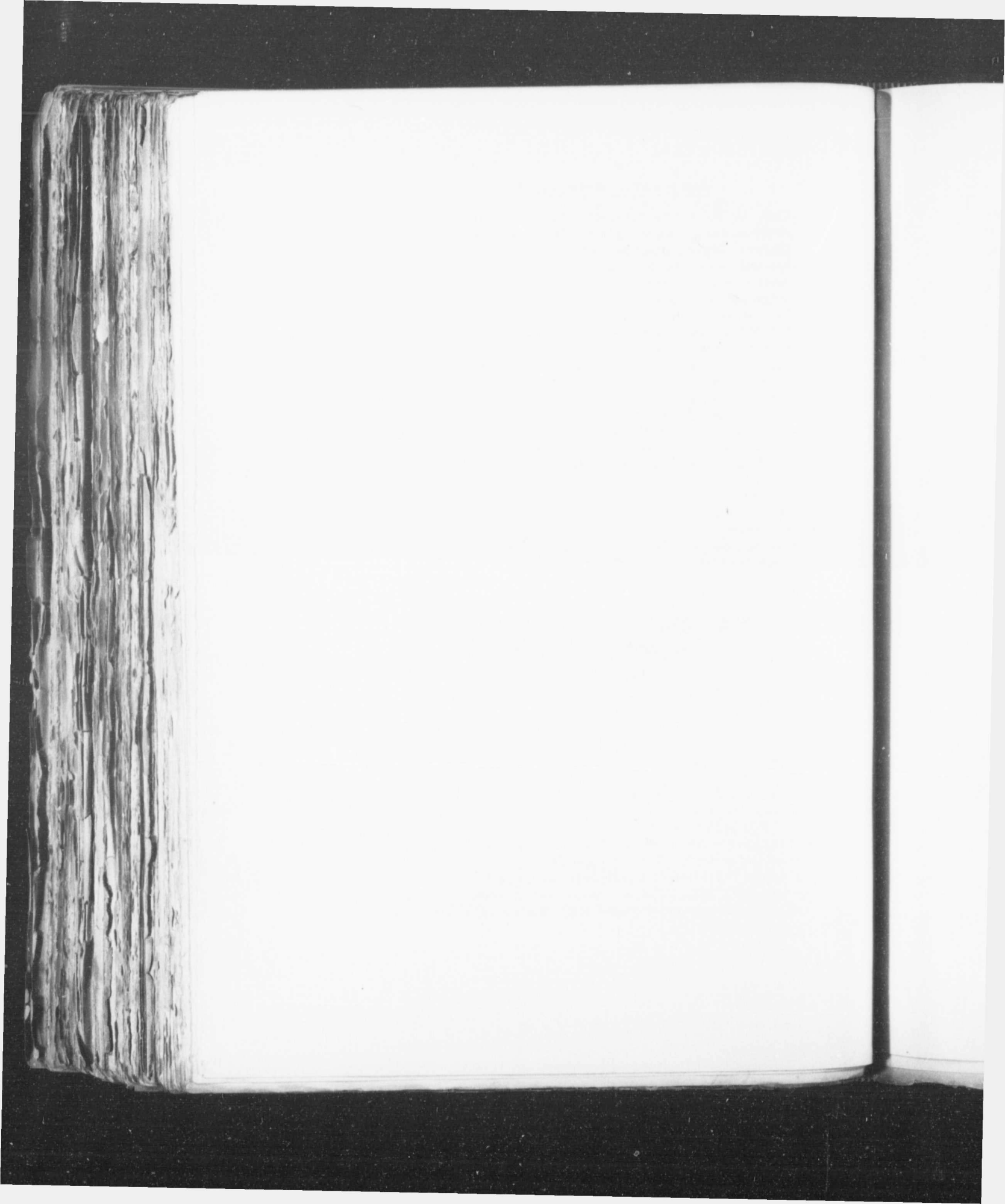
with the most advanced medical thought and science, remaining a close and earnest student of his profession, and his knowledge has been continually developed through experience, investigation and research.

Dr. Milne has held many responsible public offices along the line of his profession, serving from 1884 to 1890 as health officer of Victoria. From 1886 to 1897 he was registrar and secretary of the medical council and a member of the examining board, and in 1906 he was appointed Dominion government inspector and immigration agent at Victoria, serving six years. At the end of that time he was made immigration agent and controller of Chinese at this point, and these positions he still holds, discharging his duties in a far-sighted, capable and progressive way. Aside from his profession Dr. Milne is well known in general public life, for his citizenship is of that high order which finds its best exemplification in public service. He was a member of the Victoria public school board from 1887 to 1890, and from 1890 to 1894 served as a member of the British Columbia legislature, his influence during that time being always on the side of right, reform and progress. He was an unsuccessful candidate for a seat in the Dominion house of commons in 1896. He has important business connections, being president of the West Coast Fishing Company and honorary president of the Ramsay Manufacturing Company of Vancouver.

On the 6th of December, 1882, Dr. Milne was united in marriage to Miss Ellen Catharine Kinsman, a daughter of the late John Kinsman, alderman of Victoria for many years, and Christina (Hunter) Kinsman. The father was a native of England and when he was a young man came to Canada, locating first in Ontario and afterward moving to Victoria, where he engaged in the contracting business until his death, which occurred October 24, 1906. His wife, who is a native of Ontario, survives him and makes her home in Victoria. The Milne residence, at No. 618 Dallas road, known as "Pinehurst," is one of the most beautiful homes in Victoria. It is set in the midst of over two acres of land, beautified with artistic gardens, and it overlooks the sea and the Olympic mountains in the distance. Dr. Milne has also an attractive summer residence at Becher bay, known as "Speyside." Here he has all the facilities to enable him to enjoy life in the open, in which he takes such great delight. Launches and boats of all kinds are always at hand, as well as a great variety of fishing and hunting equipment. Both Dr. and Mrs. Milne are very fond of outdoor life and spend many of their leisure hours in the open. They are well known in social circles and Mrs. Milne is a member of the Alexandra

Club. Dr. Milne served from 1878 to 1880 in the Queen's Own Rifles of Toronto and is a member of the Morayshire Club, of London, England. He belongs also to the Pacific Club of Victoria and along professional lines is identified with the British Columbia Medical Association and the Victoria Medical Society, his ability being widely recognized in medical circles. Dr. Milne is very prominent in Masonry, being a member of Victoria-Columbia Lodge, No. 1, A. F. & A. M.; Scotland Lodge, No. 120, R. A. M., while he is also a Knight Templar and member of Gizeh Temple of the Mystic Shrine. He is deputy district grand master for district No. 1, British Columbia. He is a Presbyterian and a member of St. Andrews church of Victoria. His political indorsement is given to the liberal party. Those who know him personally find him an affable and courteous gentleman, well informed, broad-minded and well worthy of the position which he holds in the official and professional world of the province and in the regard of the general public.



James Findlay

James Findlay

IN JAMES FINDLAY Vancouver has a citizen who sways men with the force of his example, for he has come to be recognized as a man of sound judgment, of capability and unquestioned loyalty to the public good. He has always been a student of vital and progressive problems relating to the public welfare and to his continually broadening opportunities he has brought to bear a clear understanding. His personal characteristics and personal qualities are pronounced and he is an acceptable companion in any society in which intelligence and worth are necessary attributes to agreeableness.

A native of Montreal, Quebec, Mr. Findlay was born October 3, 1854, a son of Captain Jonathan Duncan Glegg and Mary (Mercer) Findlay, the former a contractor of Montreal, born in Fifeshire, Scotland, in 1808. The grandfather, Captain James Findlay, of the Royal Navy, served as a lieutenant in 1797 in the North Sea, under Admiral Duncan, and participated in the engagement which won the first decided victory over the Dutch fleet. He later was promoted to the rank of captain in the Royal Navy, serving at a period when sailing vessels were the only means of defense. They were the old-time wooden craft and their equipment in cannon and firearms was as primitive and cumbersome as was the vessel upon which they were loaded. Nothing shows more clearly the development and progress of the times than the changes in methods of warfare when today the great dreadnoughts and super-dreadnoughts of steel construction send their death-dealing weapons for miles across the sea with almost absolute accuracy of aim. The same spirit of courage, however, has always animated the breast of the defender of British interests, whether upon land or sea or whether in wooden hulls or in armor-plate battleships. It was ability, merit and courage that won for Captain Findlay his promotion to a captaincy in the navy. His wife was Helen Rudiman, a niece of Professor Thomas Rudiman, the celebrated scholar and Latin author.

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Their son, Captain J. D. G. Findlay, received a practical education in the schools of his native land. He entered the East India Com-

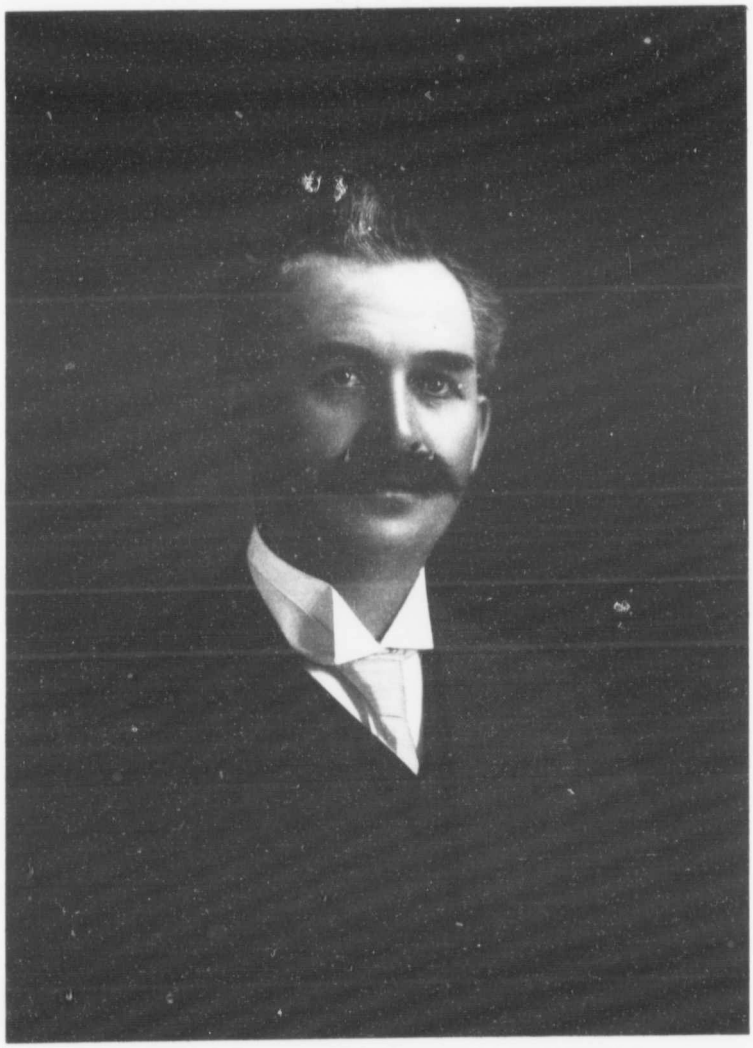
pany's naval service as midshipman in 1822, when but fourteen years of age, and later became connected directly with the Royal Navy. He participated in the taking of Rangoon on the Irrawaddy and distinguished himself during the whole of the Burmese war, passing through many dangers and receiving at different times wounds at the hands of the pirates. In 1838 Captain Findlay resigned from the service of the East India Company and later was honored by royal appointment to the commission of chief officer of the frigate Trident, which carried Her Most Gracious Majesty, the late Queen Victoria, from Granton Pier to Woolwich, in 1842, on the return of Her Majesty from her first visit to Scotland. Mr. Findlay came to Canada in 1843, settling in the city of Montreal. He was first employed in building locks on the Lachine canal and afterward was a contractor for the St. Lawrence & Atlantic Railway. He was also the contractor who built the entrance lock on the old Lachine canal, the Hon. Alexander MacKenzie being the foreman at the time, and Mr. Findlay often recalled that he at one time had to discharge him for disobeying orders of the board of works, Mr. MacKenzie believing he knew—as he undoubtedly did—the best manner of doing the work. Mr. Findlay was also employed by the Canadian Pacific in building the road from St. Therese to St. Jerome and from St. Rose to St. Scholastique. He also did important work for the Canadian Pacific in connection with the building of the wharfs at Montreal and was employed by the Dominion government in building the canal and bridges from Montreal to Cote St. Paul. His ability as a contractor is clearly evident from the many large undertakings which he successfully completed. In 1848 Mr. Findlay married, in Montreal, Mary, daughter of John Mercer. He was by religion a Congregationalist and in politics a conservative.

James Findlay, whose name introduces this review, pursued his early education in the public schools of Montreal and the high school of Bowmanville, and afterward went to Scotland, where he was apprenticed to the trade of marine engineer. Upon completing his course he returned to Canada and in 1882 went to Idaho, where he engaged in the mining and machinery business, continuing there until June, 1887, when he came to British Columbia, settling in Vancouver. Here he continued in mining and in the machinery business, acting as manager and superintendent of various mines throughout the province. He thus reached a prominent place in business circles, bringing him at length to the position where his success enabled him to retire. He is still the president of the Art Metal Works, but his connection therewith is one of financial investment and not of active management.

Important and extensive as have been the business interests and responsibilities which have devolved upon him, Mr. Findlay has yet found opportunity for cooperation in various measures and projects which have to do with the welfare and progress of the city and its people. He efficiently served as mayor of Vancouver, giving the city a beneficial, businesslike administration, and during his term had the honor, as the official head of the city government, of meeting and greeting, in the name of the municipality, their Royal Highnesses, the Duke and Duchess of Connaught, who were then on a visit to the city. He was for two years a director of the Vancouver General Hospital and for four years was a member of the License Board of Vancouver. His political allegiance has always been given to the conservative party, and in 1911 he was president of the Vancouver Conservative Association. He has labored effectively and earnestly in support of various measures of civic virtue and civic pride and as mayor of Vancouver in 1912 he gave to the city a public-spirited and progressive administration, conducted along businesslike lines and resulting in various needed reforms and improvements. In 1909 and 1910 he was president of the United Service Club and in the present year, 1913, had the honor of being chosen president of the Progressive Club. He is likewise president of the Caledonian Society. He has always taken a very active interest in athletics and manly outdoor sports, is an ex-president of the Vancouver Athletic Club and also of the Vancouver Amateur Lacrosse Club, of which he is now honorary president. This club is the holder of the Mann cup. His military experience covers service with the Victoria Volunteer Rifles of Montreal, which he joined as a bugler in 1870, and while in Scotland he served in the Coast Artillery.

Mr. Findlay was married in Montreal in 1880 to Miss Ellen Georgina Scott, of Dublin, Ireland, and they became the parents of eight children, of whom five are living: Duncan Bruce, a wholesale hardware and manufacturers' agent of Vancouver; Margaret M., the wife of W. T. Woodroffe, superintendent of the Edmonton Electric Railway Company; Ellen May, the wife of Mathew Virtue, electrical engineer, of Vancouver; James, who is with the Edmonton Electric & Power Company; and Angus C., with the British Columbia Packers Association. The parents hold membership in St. John's Presbyterian church and Mr. Findlay belongs to St. Andrews Society. The principles which govern his conduct are furthermore indicated in the fact that he is an exemplary representative of Western Gate Lodge, No. 48, A. F. & A. M. He belongs to the Commercial, United Service and Imperial Clubs, and these associations indicate his interest in matters relating to the welfare, progress and upbuilding of the

city. He has never allowed personal interest or ambition to dwarf his public spirit or activities. His is a record of a strong individuality, sure of itself, stable in purpose, quick in perception, swift in decision, energetic and persistent in action, and the high ideals which he has cherished have found an embodiment in practical effort for their adoption.



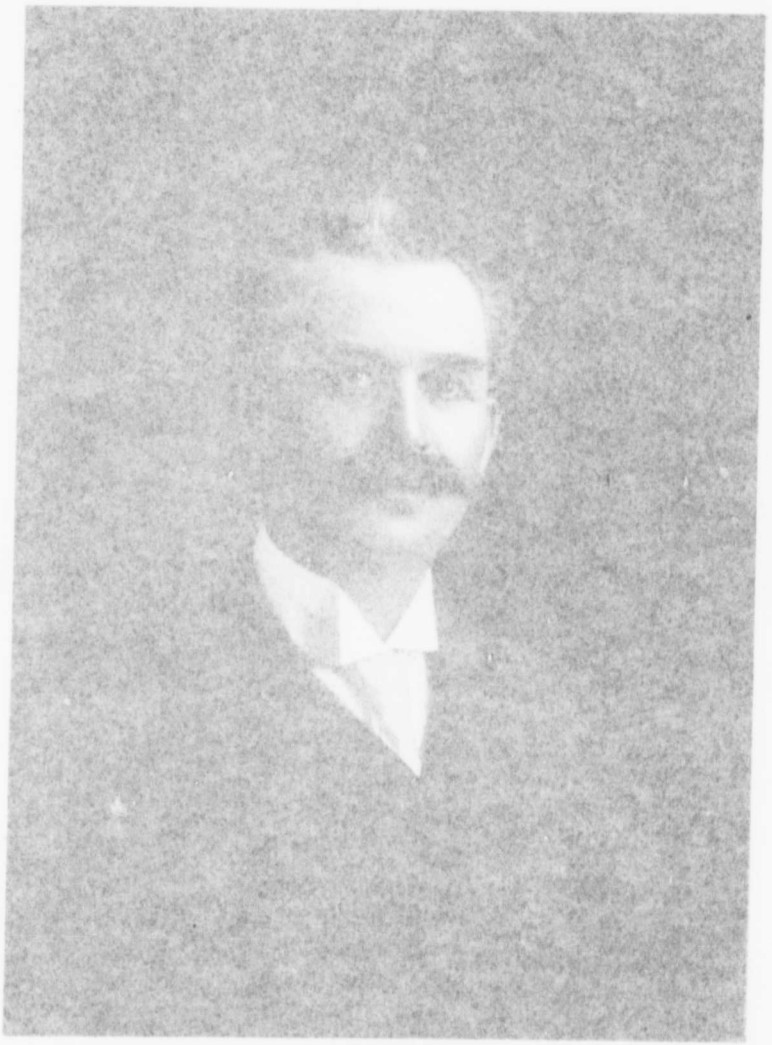
C. F. Pretty

Charles Fenn Pretty

CHARLES FENN PRETTY, as president of Pretty's Timber Exchange, Ltd., occupies a position of leadership in connection with the development of the timber interests of the country. Laudable ambition has prompted him in his undertakings and his labors have been of a character that have contributed to public progress and prosperity, as well as to his individual success. He is today connected with various important corporate interests and his judgment has come to be relied upon as sound, while his powers of organization, combined with unabating industry and energy, have enabled him to achieve success where men of less resolute purpose would have met failure. He was born in Belleville, Ontario, August 31, 1865, and is a son of Charles and Ann (Hyke) Pretty. The father, a native of Wingfield, Suffolk county, England, came to the new world about 1850, settling at Belleville, Ontario, where he engaged in farming until 1891. He then went to New Westminster, British Columbia, where he lived retired until his death in 1908.

Charles Fenn Pretty spent his youthful days in the usual manner of farm lads, with a fair measure of opportunity and advantages. He acquired a good public-school education in Belleville and Goderich, Ontario, and subsequently engaged in farming at Goderich until 1888. The following year he arrived in British Columbia, settling on the Harrison river, where he again gave his time and attention to agricultural pursuits. Although he now has extensive financial interests he still maintains his home on the Harrison river and operates his farm, having a real love for agricultural life.

In 1897 Mr. Pretty became interested in timber holdings situated in British Columbia and began to invest on a small scale in timber lands. His operations gradually grew more extensive as his financial resources increased and in 1903 he organized the present business of which he became the head and which was incorporated in 1911 as Pretty's Timber Exchange, Ltd., and capitalized for five million dollars with Mr. Pretty as the president. The company makes investments in large tracts of timber land, consolidates smaller holdings and negotiates sales, employing a staff of timber experts and many other workmen. They also make all necessary investigation as to the possi-



L. F. Pretty

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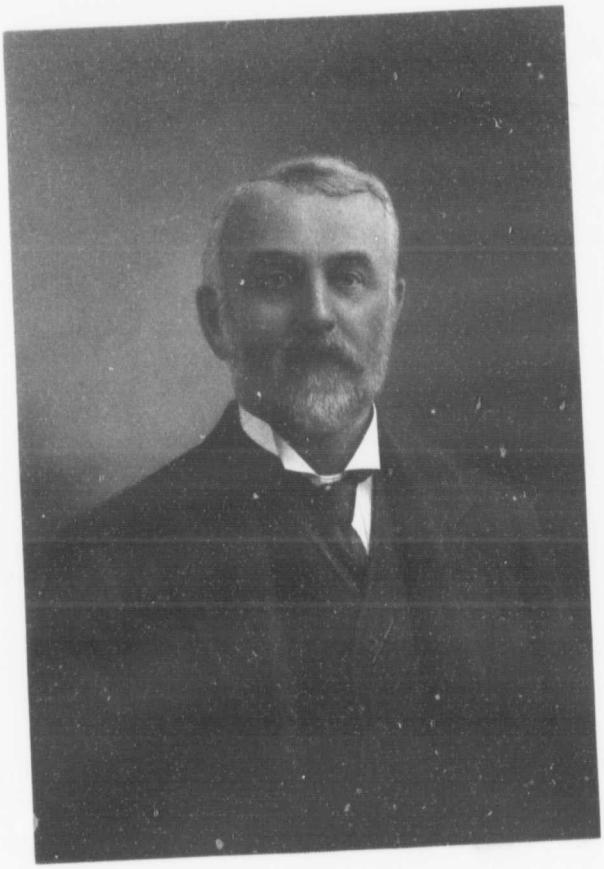
bilities of the land, transportation facilities and other problems relating to the business. Their possessions in timber lands cover an extensive acreage in various parts of British Columbia and their holdings also include numerous mills where they are engaged in timber manufacturing in every form, making a specialty of ties, bridge timbers and spars. Associated with Mr. Pretty is Thomas T. Dauphinee, who is now general manager of the company. Mr. Pretty showed notable realization and appreciation of the value of the undeveloped resources of British Columbia, especially in connection with the timber situation and, acting according to the dictates of his faith and judgment, he has so directed his labors and his investments as to reap the full benefit thereof. Moreover, in this connection he has done much for the development of the great timber resources of the country, adding much to the wealth of British Columbia through shipments, trade interests and employment furnished to many workmen. The timber industry has become one of the foremost of the northwest and in that connection the name of C. F. Pretty figures prominently. He also has other very extensive interests, being president and managing director of the Vancouver Harbor & Dock Extension Company, Ltd., with a capitalization of ten million dollars. He is the president of the Greater Vancouver Company, Ltd., capitalized for two hundred and fifty thousand dollars; is president of the Canadian Borneo Company, Ltd., which holds extensive concessions from the Dutch government in Dutch Borneo; a director of the Canadian Timber & Investment Company, Ltd., of London, England; a director of the Anglo-Canadian Timber Company, Ltd., of London, and also has other corporate interests besides being a large owner of real estate and farm lands,

On the 24th of December, 1889, Mr. Pretty was united in marriage to Miss Charlotte May Sylvester, daughter of Thomas Sylvester, of the Imperial Gas Works of London, England. Unto Mr. and Mrs. Pretty have been born three sons, Charles Nelson, Harry Robinson and Leonard Fenn. Mr. Pretty votes with the conservative party and his religious belief is that of the Anglican church. Signal success has come to him as the result of an active, well spent life. He has achieved what he has undertaken, ever carrying forward to successful completion any work which he has entered upon. In his vocabulary there is no such word as fail, and the business methods he has employed are such as any might cultivate. His position is due to the fact that he has made good use of time, talent and opportunities, has maintained an unassailable reputation for business integrity and has followed the lead of a laudable ambition.

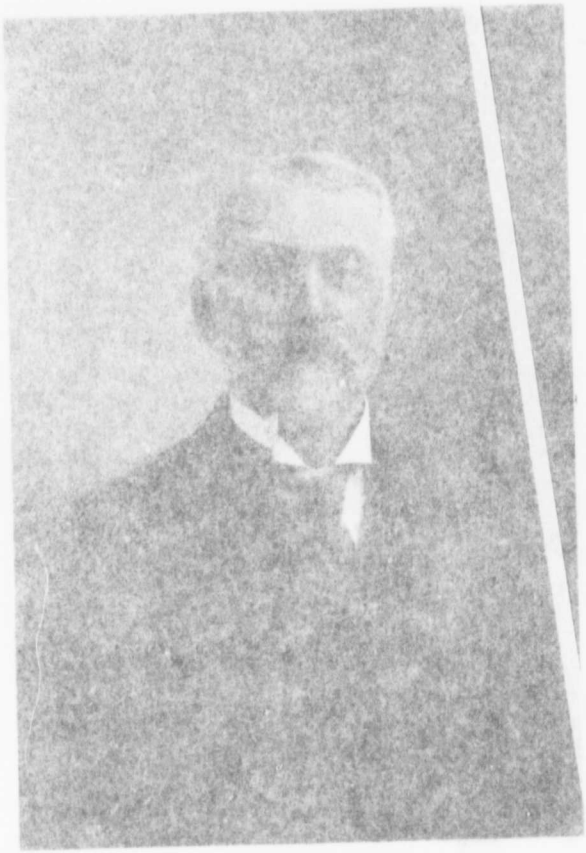


J. N. White

Thomas Henry White

A FACT established by the consensus of public opinion is that no one agency has done so much to advance civilization and promote development and progress as railway building. The railroad practically annihilates time and space and brings the frontier into close connection with older developed sections. Prominently associated with railway construction throughout the prairie and western provinces of Canada, the name of Thomas Henry White is today inscribed high on the roll of distinguished representatives of his profession as the result of the work which he has accomplished as engineer in charge of the construction of divisions of the Canadian Pacific Railroad and the extension of the Canadian Northern Pacific. An eminent American statesman has said: "Peace hath her victories no less renowned than war," and in the fight which is necessarily involved in the extension of railway lines into comparatively undeveloped districts Mr. White has surely come off conqueror in the strife and deserves the victor's crown.

He was born in St. Thomas, Ontario, January 27, 1848, his parents being William J. and Sarah (Van Buskirk) White. The father was a member of a prominent English family of London, England, and in 1846 came to Canada, settling at St. Thomas, Ontario, where he became a clerk in the banking business with which his brother-in-law, afterwards the Hon. Adam Hope, was also connected. He took up the study of law and practiced his profession until his death in 1901. He was police magistrate of St. Thomas for more than thirty years and was prominent in all walks of life. His influence was a valuable factor in public progress and his opinions carried weight in molding public thought and action. The wife who bore the maiden name of Sarah Van Buskirk, was a member of an early Dutch family which settled in New York colony. They became United Empire Loyalists, the progenitor of the family in Canada having been Abraham Van Buskirk, who with his wife and children crossed the line into Nova Scotia during the Revolutionary war. Henry Van Buskirk, father of Mrs. White, lived at London, Ontario, where for many years he conducted a successful contracting business and there passed away.



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In the grammar schools and under the direction of private tutors Thomas Henry White acquired his education in St. Thomas, Ontario, and later took up the study of law at Osgoode Hall in Toronto, where he was graduated with the class of 1870. The following year he was called to the Ontario bar but never engaged in the practice of that profession. Immediately after receiving his legal papers he became connected with construction work on the Canada Southern Railway, on which he continued until the completion of that road. He was then engaged on the double tracking work of the Great Western Railway of Canada, now a part of the Grand Trunk system, on its lines west of London, Ontario, until 1874, and the following year was similarly employed in connection with the building of the Hamilton Northwestern Railway. In 1875 he came to British Columbia as a member of the government engineering staff in connection with the first survey work of the Canadian Pacific Railway and remained on the survey and construction work until the completion, in 1883, of the Onderdonk contracts, which consisted of one hundred and twenty-eight miles of line on the main land from Emory's Bar to Savona. This was the first Canadian Pacific Railway work done in the province.

In 1883 Mr. White returned to the east as a member of the engineering staff of the Canadian Pacific Railway syndicate and was engaged on survey and construction work on their lines north of Lake Huron and on the prairies of Manitoba until 1896, when he became chief engineer for Messrs. Mackenzie & Mann, who had purchased the charter of the Lake Manitoba & Canal Company. He constructed for that corporation the railroad from Gladstone to Dauphin, Manitoba, a distance of one hundred miles, this being the first hundred miles of what is now the Canadian Northern Railway. This one hundred miles of road was completed under Mr. White and operation begun over its lines in December, 1896. Mr. White was in the Cariboo and Kootenay districts for two years in mining matters for the same interests and then the company began the construction of the Ontario & Rainy River Railway, in 1899, to Port Arthur, with Mr. White, as chief engineer, in charge. During the following four years Mr. White was chief engineer in charge of the construction of the Halifax & Southwestern Railway, after which for four years he was in charge of all the construction work done by the firm of Mackenzie & Mann, who in 1901 had combined their railway interests to form the Canadian Northern Railway, consisting of some twelve hundred miles of road. During this period Mr. White maintained his office in the home office of the road at Toronto. In 1909 he became chief engineer in charge of the construction of the Canadian Northern Pacific in British

Columbia and continues in that capacity to the present time, with offices in Vancouver. The Canadian Northern Pacific has pushed ahead with its construction work in this province in a manner which, to quote the premier of the province, "constitutes a record in Canadian railway building." In 1910 the company entered into an agreement with the government of British Columbia which assured the road a transcontinental line and since that day construction in this province has progressed with great rapidity. The line enters the province through the Yellow Head Pass and continues westward to Tete Jaune Cache, from which point it follows the North Thompson river southward to Kamloops and thence into New Westminster and Vancouver, following somewhat closely the road of the Canadian Pacific.

Mr. White's important position in railway circles is indicated by the fact that throughout all this period of construction and railway expansion he has been the engineer in charge. The importance of his work cannot be overestimated. As the engineer his position is one of eminence because of his thorough understanding of the great scientific principles which underlie the profession and his comprehensive knowledge of all of the practical phases of the work in principle and detail. His knowledge and skill have enabled him to accomplish many difficult and notable engineering feats connected with the building of railways over mountains, through valleys and across rivers. Engineers throughout the country have noted with interest the progress that he has made and the public as well as the profession honors him for what he has accomplished.

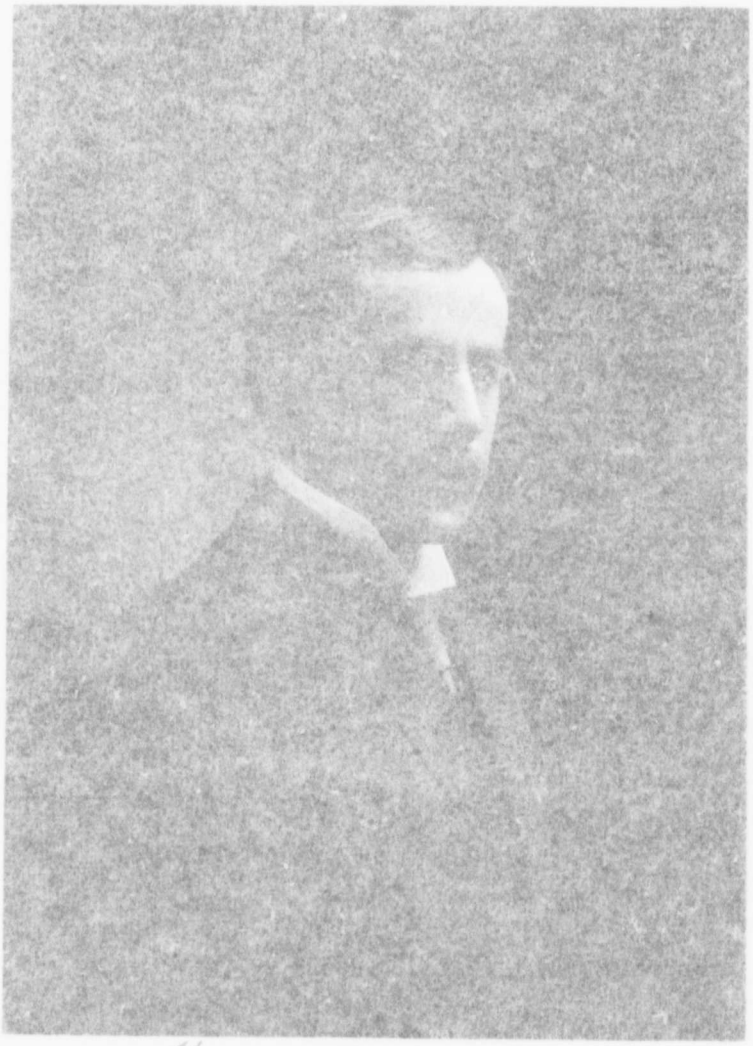
On the 14th of October, 1901, at Port Arthur, Manitoba, Mr. White was married to Mrs. Agnes Marks, nee Bartlett-Buchanan, the widow of Thomas Marks, of Port Arthur, and a daughter of Alexander Bartlett-Buchanan, at one time Hudson's Bay factor, who after his retirement from that position lived in Prince county, Prince Edward Island. Mr. White is a member of the Vancouver and Jericho Country Clubs of Vancouver, the Union Club of Victoria and the Manitoba Club of Winnipeg, and is a foundation member of the Canadian Society of Civil Engineers. During the Fenian raid of 1866 he served with the First Hussars, receiving a medal and the usual one hundred and sixty acres of land. He possesses the qualities of sociability and geniality, which have made him popular in the different organizations to which he belongs, but it is in his professional capacity that he has become most widely known and honored, his fame extending over Great Britain and the American continent as the history of his achievements has become known.

Yours Sincerely
Thomas T. Sampson

Thomas T. Dauphinee

THOMAS T. DAUPHINEE, of Vancouver was one of the incorporators in 1911 of Pretty's Timber Exchange, Ltd., a company second to none in the extent and importance of its operations as timber merchants of the northwest. Since 1901 he has been a resident of British Columbia and since 1908 of Vancouver. He was born in Petite Riviere, Lunenburg county, Nova Scotia, September 14, 1879, a son of Captain Thomas and Alice A. (Drew) Dauphinee. The father was a native of Bedford, Nova Scotia, but in early life went to Petite Riviere, where he resided until 1883, when he removed to Liverpool, Nova Scotia, where his death occurred in 1899. He was a deep sea captain, spending the greater part of his life upon the water.

In graded and high schools of Liverpool, Nova Scotia, Thomas T. Dauphinee pursued his education and after his graduation from the high school made his initial step in the business world as a clerk in the Union Bank of Halifax, where he continued for a year. He then resumed his education in 1898 by entering Dalhousie University at Halifax, where he spent a year. In 1901 he arrived in British Columbia, attracted by what he believed to be broader business opportunities and better advantages on the Pacific coast. He entered the employ of the John A. Lee Furniture Company at New Westminster, continuing in that business connection until 1904, when he became associated with Thomas R. Pearson, in the real-estate and insurance business in New Westminster. When that business was merged into the newly organized Dominion Trust Company he remained with the latter and was so engaged until 1908, when he became associated with Charles F. Pretty in the timber business. This business was founded by Mr. Pretty in 1908 and was incorporated in 1911 under the name of Pretty's Timber Exchange, Ltd., with a capital of five million dollars, Mr. Dauphinee becoming managing director. The company makes investments in large tracts of timber land, is interested also in the consolidation of small holdings and in the sale of the same. They employ a large force of men and a staff of experts, and make all necessary investigation as to the possibilities of the land, transpor-



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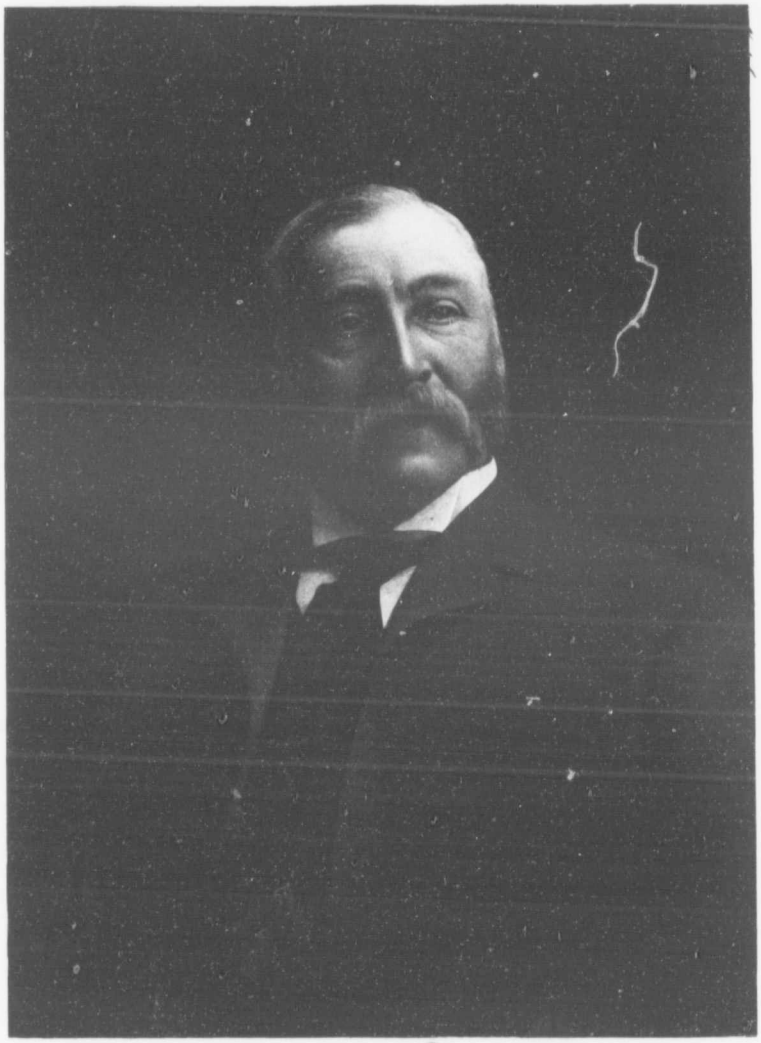
tation facilities and other questions and problems arising in connection with this business in all of its ramifying and varied trade relations. They own an extensive acreage of limits throughout the province of British Columbia. Mr. Dauphinee as managing director of the company is probably as well versed concerning the timber situation of the province as any man within its borders. He also has other extensive financial interests, being a director of Pearson's, Ltd.; a director of the Northwest Canada Trust Company, Ltd.; president of the Capilano Rock & Gravel Company, Ltd.; secretary of the Vancouver Dock & Harbor Extension Company, Ltd.; secretary-treasurer of the Hardscrabble Hydraulic Gold Mines, Ltd.; director of the Greater Vancouver Company, Ltd., and has connection with various other interests.

On the 8th of April, 1912, Mr. Dauphinee was married to Miss Eva B. McCaul, a daughter of John McCaul, of Vancouver. In politics he is independent and his fraternal relations are with the Independent Order of Odd Fellows. He is preeminently a business man, one capable of organizing and controlling important interests. He has given proof of his power to coordinate seemingly diverse and complex interests into a unified and harmonious whole. His rise in the business world has been notably rapid for he is now only thirty-four years of age, yet he is at the head or connected with some of the most important commercial and financial enterprises of the province. Moreover, his work is constituting an important element in the development of the resources of British Columbia, bringing about splendid growth and progress and placing this section of the country on a par with the older east in all of its advantages and opportunities. One can scarcely measure the importance of his life work. There have been no esoteric chapters in his history; on the contrary, the record is an open book which all may read, and the lessons therein contained may be profitably followed showing what may be accomplished when one has the will to dare and to do and is not afraid to venture where favoring opportunity leads the way.



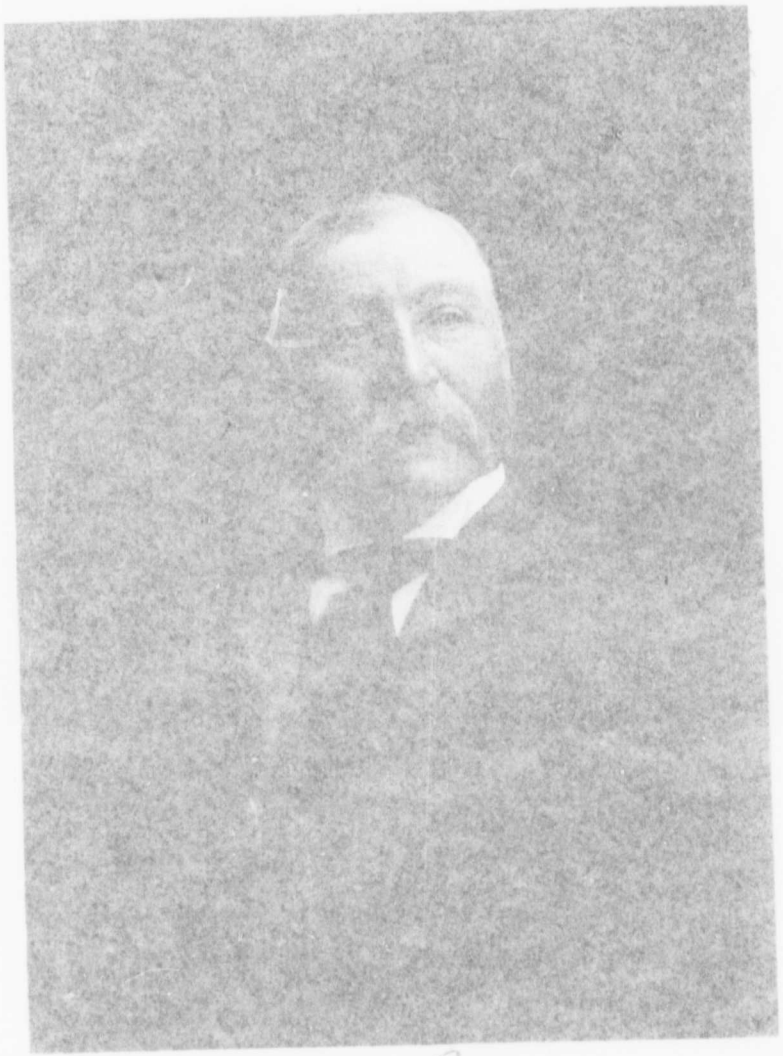
Alex Morrison

Alexander Morrison

AMONG the real upbuilders [illegible] of British Columbia, among the men [illegible] of active spirit, organizing power, industry [illegible] and determination have constituted [illegible] provincial growth, among the promoters of business enterprises and the founders of [illegible] numbered Alexander Morrison, of Armstrong, Morrison & Co., Limited, general contractors of Vancouver. [illegible] actively in this line of work, extending from 1881 to the present, he has become identified with some of the most important [illegible] and contracting work in the Dominion, has built public [illegible] industrial plants, bridges and railroads and in so doing has [illegible] prominence and success, standing today among the leading [illegible] affairs in Vancouver, where he makes his home.

Mr. Morrison was born in Motherwell, Scotland, on the 19th of [illegible] 1852, and is a son of Donald and Margaret (Ralston) Morrison, [illegible] former a native of Argyleshire and the latter of Lanark county, [illegible]. The father resided at Motherwell for many years, acting [illegible] as mine manager, and in that city his death occurred. His wife [illegible] Ward, in 1875, came to Canada, and died at Ottawa when she was [illegible] five years of age.

Alexander Morrison acquired his education in the public schools of [illegible] active communities and there he afterward served his years [illegible] apprenticeship to the builder's and millwright's trades, gaining [illegible] practical lessons in principle and detail that early laying the [illegible] of his future great success. After serving the required [illegible] at Govan, on the Clyde, and there followed shipbuilding [illegible] 1871, after which he turned his attention to general [illegible] He came to Canada in 1871 and resumed his apprenticeship [illegible] contractor, a business in which he has been active and [illegible] ever since. At first he devoted his time mainly to the [illegible] of industrial plants and many of the buildings which [illegible] important business concerns in eastern Canada [illegible] products of mill and labor, prominent among these being the Hosiery Textile [illegible] at Magog, Quebec. In 1891 Mr. Morrison went west to British



Alex Morrison

Alexander Morrison

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Mr. Morrison was born in Motherwell, Scotland, on the 19th of June, 1852, and is a son of Donald and Margaret (Ralston) Morrison, the former a native of Argyleshire and the latter of Lanark county, Scotland. The father resided at Motherwell for many years, acting as a mine manager, and in that city his death occurred. His wife afterward, in 1875, came to Canada, and died at Ottawa when she was eighty-five years of age.

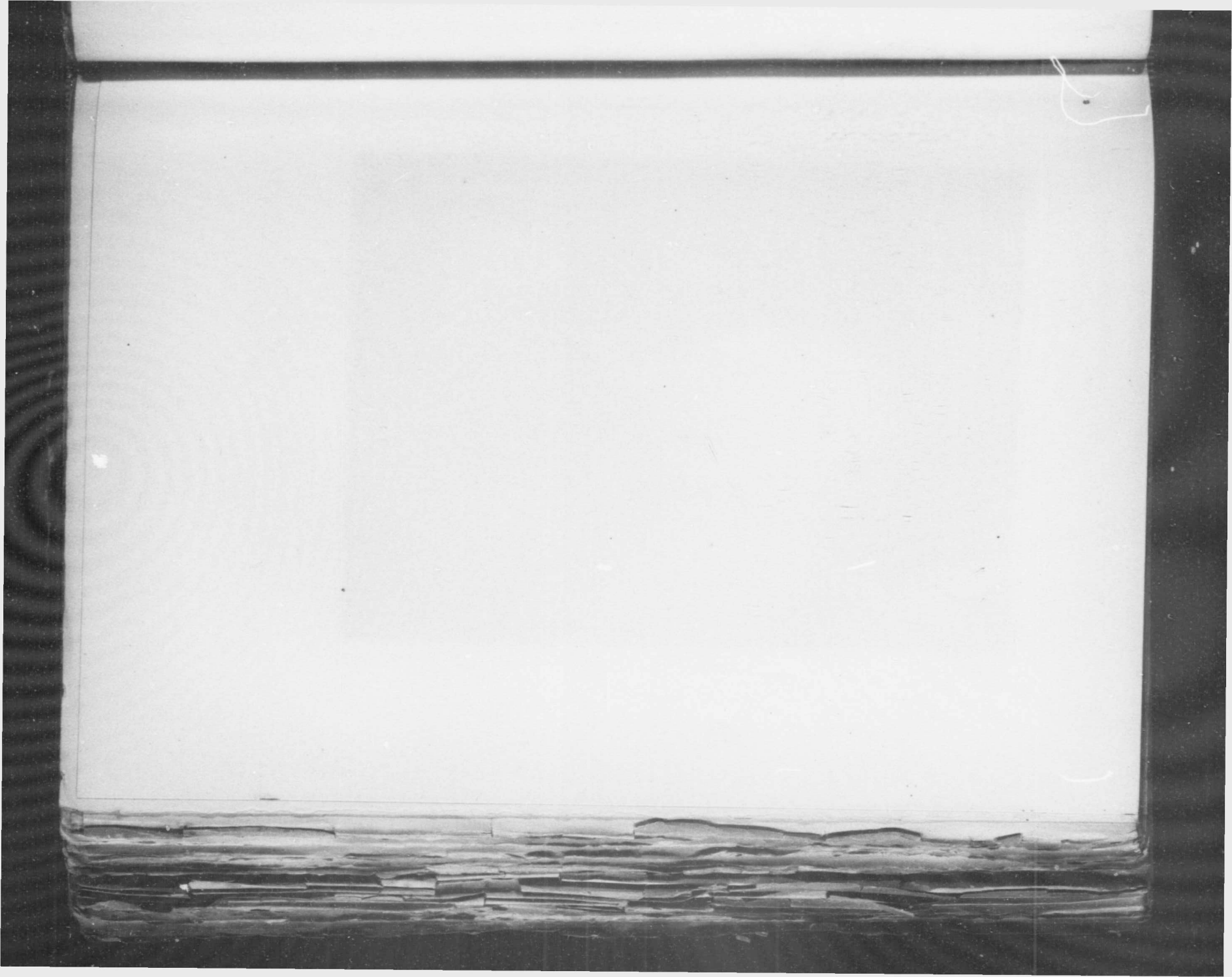
Alexander Morrison acquired his education in the public schools of his native community and there he afterward served a five years' apprenticeship to the builder's and millwright's trades, mastering these occupations in principle and detail and thus early laying the foundation of his future great success. After serving the required term he went to Govan, on the Clyde, and there followed shipbuilding from 1869 to 1871, after which he turned his attention to general contracting. He came to Canada in 1871 and resumed his occupation as a contractor, a business in which he has been active and successful since that time. At first he devoted his time mainly to the erection of industrial plants and many of the buildings which house the most important business concerns in eastern Canada are the products of his skill and labor, prominent among these being the Magog Textile Mills at Magog, Quebec. In 1891 Mr. Morrison came west to British

Columbia and New Westminster became associated with Dan McGillivray and W. H. Armstrong in the building of the city waterworks system, Mr. Morrison being superintendent of their steel pipe department. In the following year he formed a partnership with Mr. Armstrong and they thus began an association which has been productive of excellent results to the present time. The partners purchased the McGillivray plant at New Westminster and moved it to Vancouver, upon the old site of the Vancouver foundry, where they conducted an immense machine shop and pipe manufacturing plant. Both being well known in industrial circles as men of unusual ability and enterprise, they rapidly became identified with a great deal of important work, their first contract being for the construction of a huge water main from Main street to the reservoir in Stanley Park, and they later completed the system from the narrows to the dam. In October, 1897, they began the construction of the railroad from Moyie lake to Kootenay Landing, including a long trestle at the head of Kootenay lake and a transfer slip. This was completed within a year and is known as Crow's Nest division of the Canadian Pacific Railway. With the expansion of their business they began the manufacture of mining machinery and they made and installed some of the largest hydraulic mining plants ever used in British Columbia, among them being the equipment for the Horse Fly gold mines on the Horse Fly river, the Bullion mines at Quesnel and many others of lesser importance. In 1901 they sold this plant to the Vancouver Engineering Company and started in the street building and paving business in Vancouver, this enterprise proving as important and profitable as their previous business. They have paved many of the principal thoroughfares in the city with creosote blocks and bituminous rock and following the completion of this work in 1902 they turned their attention to bridge building, a special line of work in which they have attained great distinction, the company's name being coupled with the successful completion of important bridge construction work throughout the province. They built the bridge across the Fraser river at New Westminster for the provincial government and the partners count this among their most distinguished accomplishments since their association because of the remarkable feats of engineering which were necessary before all the difficulties could be overcome and the work completed. Against two diverse currents they were obliged to sink some of the deepest piers in the world, one measuring one hundred and forty feet below water surface, a pier in Australia one hundred and forty-one feet deep being its only rival. They have since built the Canadian Northern Railway bridge across False creek, the Granville Street and

Main Street bridges in Vancouver, a government bridge across the Columbia river at Trail, British Columbia, five across the Thompson river for the Canadian Northern Railway and two across the Fraser for the same corporation. These seven last mentioned bridges were begun at the same time in August, 1912, and all were completed early in May, 1913, the rapidity with which the work was accomplished requiring the maintenance of a large plant in the building of each structure. From the importance of the work with which Armstrong, Morrison & Company, Limited, have been entrusted may be judged to some extent its standing in industrial circles, the prominence of its members, the prestige of its name. Its continued success has been founded on the harmony which exists between its members—a harmony which since 1892 has made the life of one of the partners virtually the life of the other, so closely have they been associated and with such success have they worked together. In 1897 W. C. Ditmars entered their employ and in 1903 was admitted to a partnership and in the same year Robert Armstrong also joined the firm. The activities of these four men have been of such a nature that they have been inseparably connected with provincial upbuilding, their names standing among the makers of provincial history and their work forming one of the elements in the greatness and growth of the city of Vancouver. Naturally a man of Mr. Morrison's force of personality, ability and high position has been carried forward in the course of years into important relations with the general business life and he has become connected with a great many representative business institutions, being a director in the Clayburn Company, of Clayburn, British Columbia, the Vancouver Granite Company and the Keremeos Land Company. He belongs to the Vancouver Board of Trade and is always to be found among the leaders in the promotion of projects of civic development and growth.

On the 9th of June, 1876, Mr. Morrison was united in marriage to Miss Margaret Birnie, of Glasgow, Scotland, and they have one son, Donald R., who is in business in Vancouver. Mr. Morrison is a member of St. John's Presbyterian church and from 1910 to 1912 served as president of both the Caledonian and Gaelic Societies. He has sought and found much recreation in extensive travel. In Montreal he served for nine years with the Royal Scots of that city. He gives his political allegiance to the conservative party and in 1910 was defeated for the office of mayor of Vancouver, the large vote which he polled, however, evidencing his popularity and prominence. In the course of a business career in this city covering twenty-one years his contributions to municipal development have been many and substan-

tial and his name stands as a synonym for progress, advancement and growth. He is numbered among the real builders of the city, among those who build for all time, making their work of inestimable present value and setting a high standard for those who follow after.

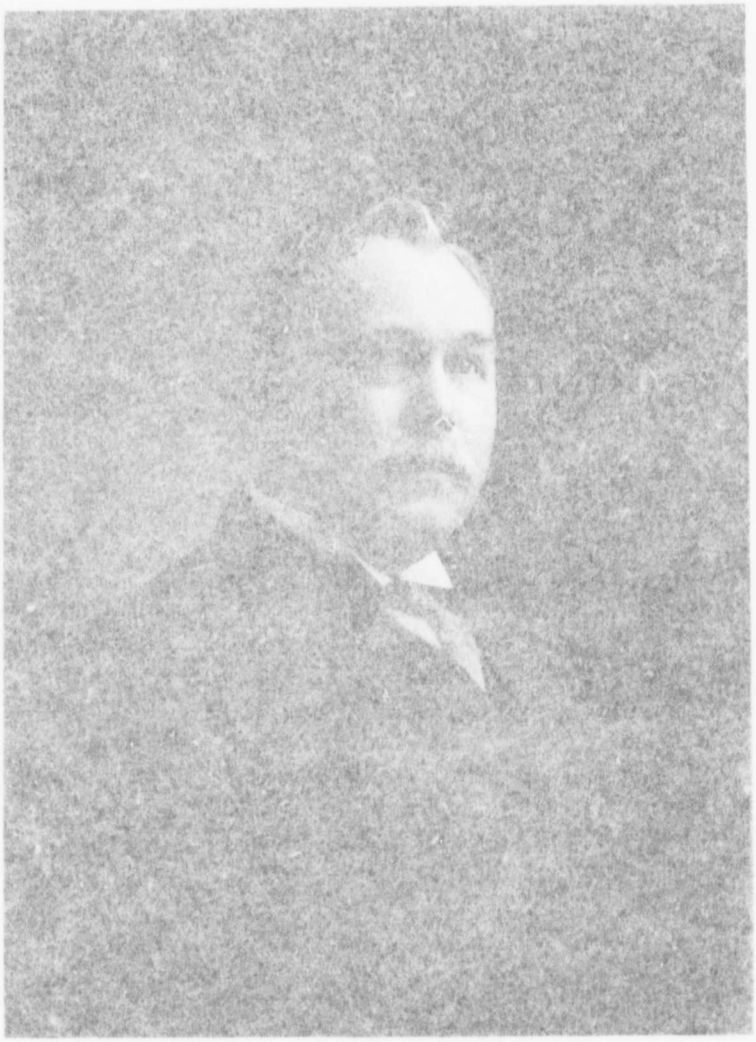


E. D. Cope.

F. T. Cope

THE growth of Vancouver is one of the miracles of the west. Results have been accomplished in an astonishingly short space of time making this one of the metropolitan cities of the coast, with its multifying trade and business interests reaching out in all directions. Every line of activity, almost, is ably represented and at the head of business enterprises are to be found workers of energy and determination who are making use of the opportunities and are contributing to the growth and upbuilding of the city as well as to individual success. Such a man is found in F. T. Cope, president of the firm of Cope & Son, Ltd., dealers in electrical supplies. He was born in Oxford, England, July 8, 1859, and is a son of Thomas and Amelia Cope, the former an officer in the English army. At the usual age the son entered the public schools of his native city and continued his education until he had mastered the high-school branches. His arrival in Canada occurred in the year 1879, at which time he took up his abode in Manitoba. He was engaged in general contracting in Winnipeg and Brandon and built a large number of the more prominent buildings in the latter city. For eighteen years he was identified with that province, but in 1897 continued his westward journey until he reached Vancouver, where he has since made his home. Here he established his present business as a dealer in electrical supplies and in 1903 his sons, Percy T. and Frank R., were admitted to a partnership, the business being continued under the firm name of Cope & Son until 1906, when it was incorporated as Cope & Son, Ltd., the father becoming president of the company. The sons are both efficient in the business to which they devote their time and energies, and the enterprise, determination, close application and reliable business methods of the partners have brought them a large degree of success, which is continuously increasing. The father has also been a director in a number of local concerns, but at the present time is concentrating his energies upon the electrical supply business.

On the 1st of December, 1884, in Gladstone, Manitoba, Mr. Cope was united in marriage to Miss Margery West, a daughter of



F. J. Cope

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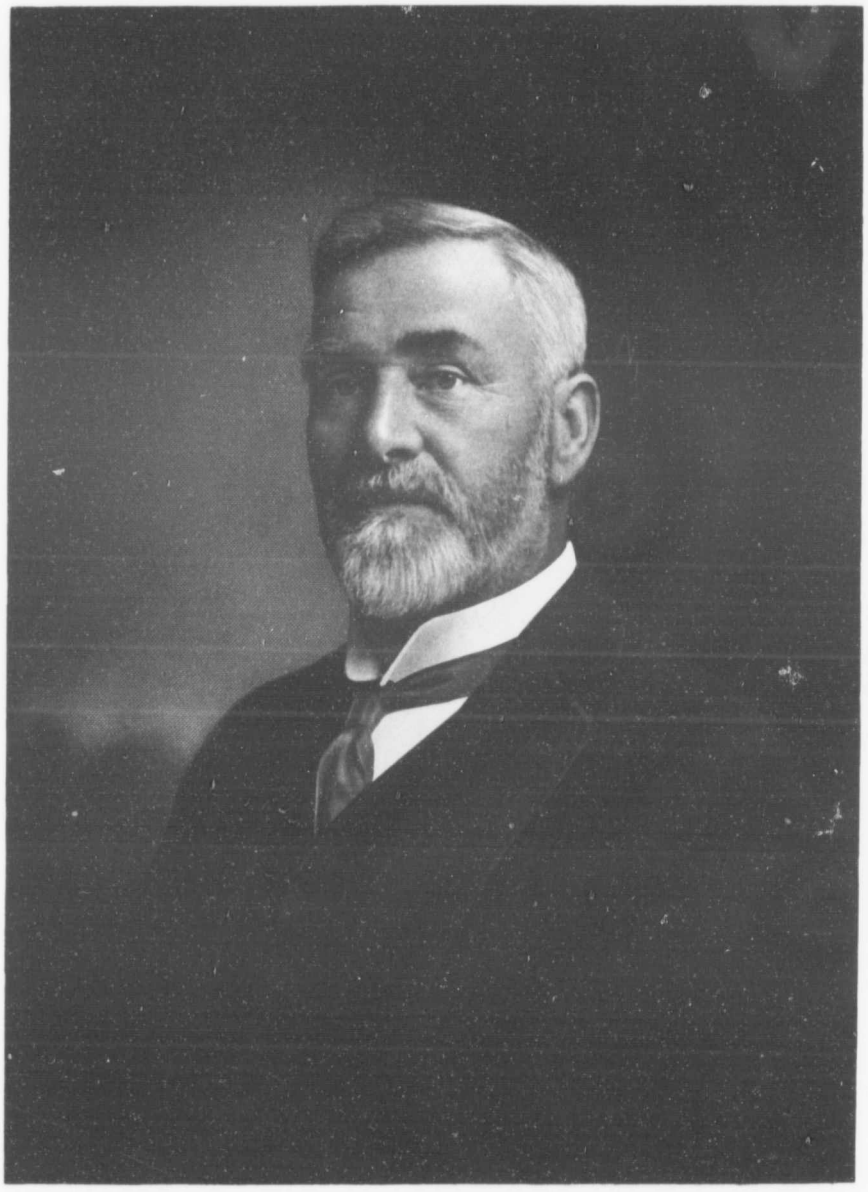
W. H. and Isabella West, the former an extensive farmer and landowner of Gladstone. The children of this marriage are the two sons previously mentioned as associates of their father in business. Mr. and Mrs. Cope hold membership in the English church. His political allegiance is given to the conservative party and his fraternal relations are with the Knights of Pythias and the Independent Order of Odd Fellows. The hope that led him to seek a home in the new world has been here realized, for in the freedom and appreciation of this great and growing western country he has found the opportunities he sought and in their utilization has gained a substantial position among the representative, practical and progressive business men of his adopted city.

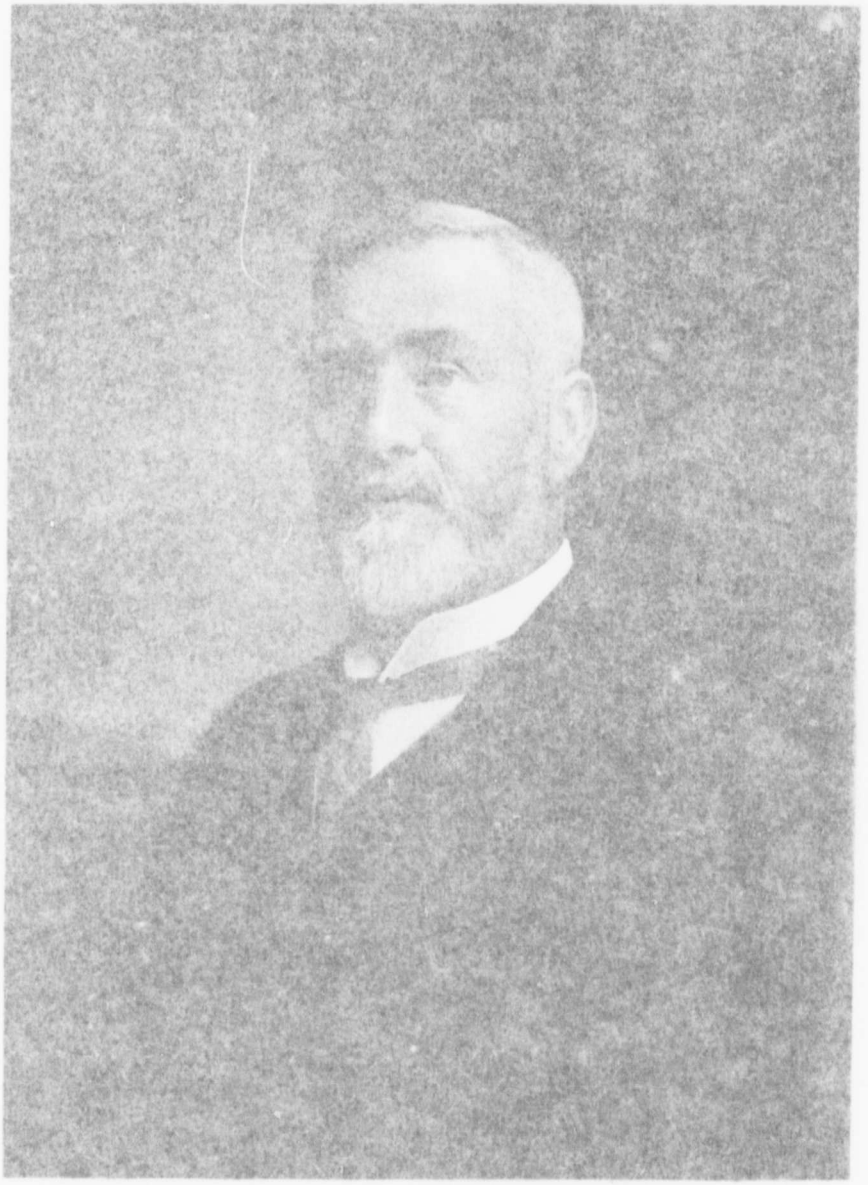


James Dunsmuir

Hon. James Dunsmuir

NO NAME is more inseparably connected with the history of the development of British Columbia than that of Dunsmuir—indeed, it would not be too much to say that the progress of events in this, its greatest and richest province in the Dominion, would have been stayed to a very considerable extent, had not fate willed, that one Robert Dunsmuir, now deceased, the revered father of the subject of this sketch, should have been called upon to play a very important part in shaping its fortunes. What Lord Strathcona has done for Canada on a large scale, he accomplished for British Columbia. He it was who inaugurated the great coal-mining industry; and who having amassed great wealth, turned his attention in a variety of ways towards the development of the resources of the land of his adoption. A Scotsman, possessed of all the sterling traits of character which have made his countrymen foremost in all lines of endeavor the world over, he applied his energy and his genius to the creation of large industries on Vancouver Island. Coal mining and lumbering engaged his attention to a very considerable extent, and the magnitude which those industries have attained at the present time can be set down to his initiative. He it was, also, who took the first practical steps towards the opening up of the splendid territory of Vancouver island, building a line of railway to connect Victoria with the mines at Nanaimo, and this at a time when there was little inducement for such an undertaking, which involved vast expenditure. Though he had attained a ripe age at the time of his death, there can be no doubt had he lived a short time longer he would have accomplished even more for it is well known that in his brain there had matured plans for giving Vancouver island direct connection by rail with the mainland and that the necessary capital had all been subscribed for such enterprise.

Possessing such a father it is not at all surprising that Hon. James Dunsmuir should have so worthily upheld the family tradition. He enjoyed the advantage of receiving direct instructions from the founder of the family fortunes; and with commendable pluck applied



James Dunsmuir

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himself to a mastery of all the details of the immense business, and with such success that on the death of his father he was enabled to conduct all the vast enterprises and bring them to fruition.

The subject of this sketch was born at Fort Vancouver, Washington, on July 8, 1851, his mother also being a woman of sterling Scotch family, Johanna White (now deceased). James was educated at Nanaimo, the scene of his father's coal-mining operations, and at Hamilton College—a military institute at Blackburg, Virginia, at the latter point meeting the lady who afterwards became his wife, Laura, daughter of W. B. Swales. They were married at Fayettesville, North Carolina, in 1876.

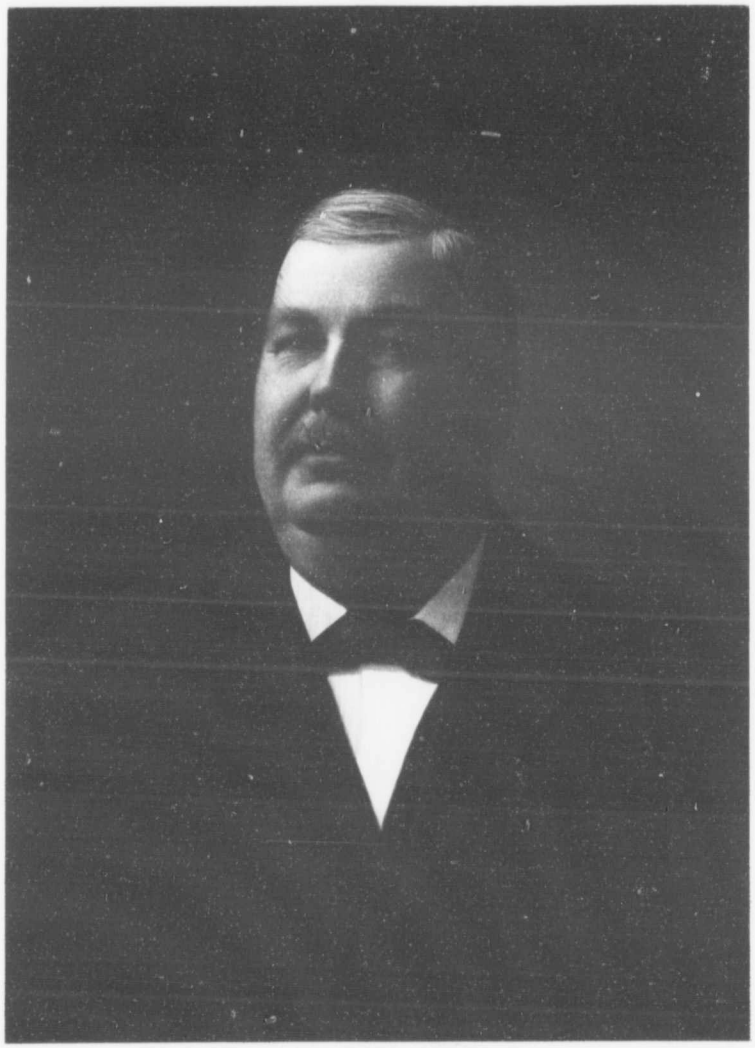
Subsequently, his education having been completed, James returned to Vancouver island, and at once plunged into the management, with his father of the coal-mining business which was beginning to assume huge proportions. Here he gained very valuable practical experience working down in the mines with the men who were digging coal. As the years passed the management of the business passed more and more into his hands, and ultimately he became the directing head of all the vast Dunsmuir interests on the coast, which consisted of coal mines, logging camps, steamships, tow boats, etc.

Hon. James Dunsmuir has also had a most interesting political career. He sat for East Yale (Local) Conservative interests from 1898 to 1902; was premier of the province of British Columbia and president of the council from 1900 to 1902; and lieutenant-governor of the province, 1906 to 1909. At a critical period in the history of the province, when the management of its public affairs had proved most unsatisfactory, he was summoned by his honor, the lieutenant-governor, and asked to form a government in succession to Hon. Joseph Martin, who had unsuccessfully essayed the attempt of forming a stable administration. Mr. Dunsmuir was then the member for East Yale, which he represented from 1898 until 1902, the year of his relinquishment of the premiership which he had accepted two years previously.

Other phases of Mr. Dunsmuir's career are equally interesting. He built the splendid traffic bridge across the Fraser river at New Westminster, and negotiated the transaction which ended in the Esquimalt & Nanamio Railway being acquired by the Canadian Pacific Railway. This was in the year 1905. He is one of the most extensive landowners in the province, is a director of the Canadian Pacific Railway and devotes most of his time at present to the management of his large private interests.

Mr. and Mrs. Dunsmuir had the honor of being presented to the present King and Queen and entertained them in Victoria in 1901. They were again presented to Their Majesties in 1902 and were present by invitation at the coronation of King Edward and Queen Alexandra in Westminster Abbey in August of the same year. They were presented to Their Majesties at Windsor Castle in 1908 and later, while cruising abroad, had the pleasure of an exchange of visits with His Majesty, the German Emperor, aboard the Imperial and Mr. Dunsmuir's yachts.

Mr. Dunsmuir has been a generous contributor to all public and private movements of a worthy character. He gave ten thousand dollars to the Sanatorium for Consumptives and added a large sum to the endowment of McGill University. He is a member of the Presbyterian church and his clubs are the Union at Victoria and the Vancouver at Vancouver.



W. H. Armstrong

William Henry Armstrong

SO PROMINENT a part [illegible] Armstrong played in the de[illegible] that no history of Vancouver [illegible] would be complete were there [illegible] of his life record. He is today one [illegible] and highly esteemed residents of Vancouver [illegible] with his partners, an extensive and important contracting [illegible] the firm name of Armstrong, Morrison & Compe[illegible] was born at Stratford, Ontario, September 18, 18[illegible] of James and Martha (Cargill) Armstrong, the former a native of Darlington, England, and the latter of the north of Ireland. They were married in Ontario, where the father conducted business as a contractor and railroad builder to the time of his death, which occurred when he was sixty-five years of age. His widow is still active, retaining all her faculties at the age of eighty years, and resides in Vancouver, where she has made her home for the past twenty-two years.

In the little school at Granton, a small town west of Stratford, Mr. Armstrong received his early education. At the age of sixteen years he became a switchman on the old Grand Trunk Railway. In 1873, when eighteen years of age, he engaged with the bridge construction department of the Ontario division of that railway, and after several years of service, he decided to leave home and start for the then [illegible] the west. In March, 1877, he arrived at Winnipeg, and shortly afterwards entered the employ of the late Hugh Whitehead, who was then entering upon the construction of that [illegible] portion of the Canadian Pacific Railway, known as section [illegible] Mr. Armstrong with Mr. Whitehead as master mechanic until the [illegible] of the road in 1883. In that year he decided to go with [illegible] Canadian Pacific Railway construction, and [illegible] was manager of construction for Mr. Whitehead [illegible] country and arrived in Victoria on the [illegible] He went to Yale and entered the service of [illegible] carrying out the construction of the [illegible] Canadian Pacific Railway, which work was completed in the fall of 1885. Mr. Armstrong then continued [illegible] Shuswap

J. H. Armstrong

William Henry Armstrong

SO PROMINENT a part has William Henry Armstrong played in the development of the northwest, that no history of Vancouver or of British Columbia would be complete were there failure to make mention of his life record. He is today one of the prominent and highly esteemed residents of Vancouver, carrying on with his partners, an extensive and important contracting business under the firm name of Armstrong, Morrison & Company, Limited. He was born at Stratford, Ontario, September 18, 1857, and is a son of James and Martha (Cargill) Armstrong, the former a native of Darlington, England, and the latter of the north of Ireland. They were married in Ontario, where the father conducted business as a contractor and railroad builder to the time of his death, which occurred when he was sixty-five years of age. His widow is still active, retaining all her faculties at the age of eighty years, and resides in Vancouver, where she has made her home for the past twenty-two years.

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who operated the road for nearly a year, running trains from Port Moody to Kamloops. In 1886 he entered the service of the Canadian Pacific Railway as train master and general road master, which position he held for about two years. A publication some years later, wrote of him in connection with the Pioneer Canadian Pacific Railway train arriving in Vancouver on June 6, 1886, as follows: "In charge of that epoch-making train that arrived even ahead of the train despatchers, or before train schedules were made out, was 'Big Bill,' now more decorously referred to as Mr. William H. Armstrong, head of the well known local contracting firm of Armstrong, Morrison & Company, Limited. His title in those early days was manager of construction. He had charge of track-laying and the completion of that portion of the line between Port Moody, which had been used as a temporary terminus, and Vancouver which had some time previous been decided on as the actual terminus."

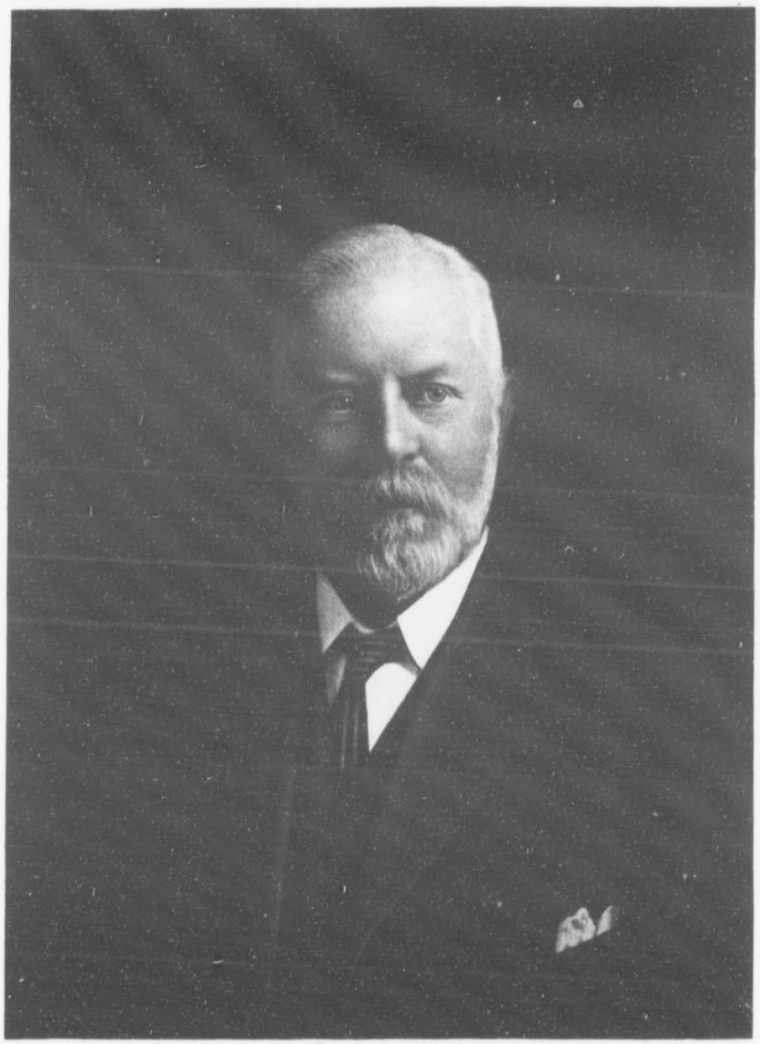
In 1887 Mr. Armstrong turned his attention to the general contracting business, which he carried on independently. Later he became associated with Dan McGillivray in the construction of the New Westminster water system. In 1892 he formed a partnership with Alexander Morrison, which exists to the present day, and they are recognized as Vancouver's pioneer firm of contractors. They purchased the McGillivray plant at New Westminster and removed it to Vancouver upon the site of the old Vancouver foundry, conducting a large machine shop and pipe manufacturing plant. Important contracts were quickly awarded them, their first being for the construction of a huge water main on Main street, Vancouver, to the reservoir in Stanley Park, and they later completed the system from the narrows to the dam. Gradually they extended the scope of their business to include the manufacture of mining machinery, and in this connection made and installed some of the machinery in the largest hydraulic mining plants of British Columbia, including the equipment for the Horse Fly gold mines on the Horse Fly river, the Bullion mines at Quesnel and many others of lesser importance. In 1901 they sold this plant to the Vancouver Engineering Works Company and turned their attention to the street paving and general contracting business in Vancouver, in which they again met with notable and well merited success. They have paved many of the principal thoroughfares of the city with creosoted wood blocks and bituminous rock. In 1897 Mr. Armstrong undertook and successfully completed the construction of a large section of the western end of the Crow's Nest branch of the Canadian Pacific Railway. This work included the tunnel at the head of Moyie lake and extended to and included the long trestle and transfer slip at

Kootenay Landing, comprising in all about seventy miles of railway, which was completed in the record time of twelve months. In 1902 they took up the work of bridge building and have since attained great distinction in that connection, the firm name being coupled with the successful completion of important bridge building contracts throughout the province. They built the bridge across the Fraser river at New Westminster for the provincial government in which there were accomplished some remarkable feats of engineering. Against two diverse currents they were obliged to sink some of the deepest piers of the world, one extending one hundred and forty feet below the surface of the water; its only rival being a pier in Australia, which is one hundred and forty-one feet below the surface. They have since built the Great Northern Railway bridge across False creek, the Granville and Main Street bridges in Vancouver, a bridge across the Columbia river at Trail, British Columbia, five across the Thompson river for the Canadian Northern Railway, and two across the Fraser for the same corporation. These seven last mentioned bridges were begun at the same time in August, 1912, and were all completed in May, 1913, the rapidity with which the work was accomplished requiring the maintenance of a large plant in the vicinity of each structure. Much more might be written concerning the extent and importance of the business of Messrs. Armstrong, Morrison & Company, Limited, but their reputation is too well known to need extensive mention here. They rank with the ablest contractors of the northwest and their success has been builded upon the personal ability and business integrity and enterprise of the principals. In 1897 W. C. Ditmars entered their employ and in 1903 was admitted to a partnership. In the same year Robert Armstrong also joined the firm. No company in the history of the province has had a more active part in the actual upbuilding of this great country. The builders of the railroads, the bridges and the machinery for the development of the mines must in any country be classed among its chief promoters, their labors proving a most vital and valuable element in the work of general progress and improvement.

Aside from his connection with the contracting business, Mr. Armstrong has various other interests, being a British Columbia director of the Graham Island Coal & Timber Syndicate, Ltd., and president of the Clayburn Company, Ltd. The latter was organized in 1905 as the Vancouver Fire Clay Company, Ltd., and was incorporated in 1909 under its present title. They have the largest plant of its kind in British Columbia, around which they have built the town of Clayburn, having all modern facilities. There is a private railroad

line extending through the town to the plant and they manufacture all kinds of building and fire brick. Mr. Armstrong is also president of the Keremeos Land Company, which was organized in 1907 and which owns more than two thousand acres of valuable fruit land in the Keremeos district of the Similkumeen. During the last few years in which the company has been operating they have brought this land to a high state of cultivation. Mr. Armstrong is now building a beautiful home in the heart of that attractive district, in whch he owns a very extensive fruit ranch. On this place he grows apples, peaches, pears and many other varieties of fruit that are unsurpassed on this continent. He is likewise managing director of the Nicola Valley Coal & Coke Company, Ltd., one of the large coal mining companies of British Columbia. He is likewise vice president and director of the Pacific Marine Insurance Company of Vancouver, which is composed of a number of Vancouver's most representative citizens, Mr. Armstrong being one of the original shareholders. His connection with any business enterprise is to his fellow citizens a guaranty of its solidity and reliability, and moreover, his connection with its management seems to be a sure guaranty of its success.

In Victoria, British Columbia, on the 1st of June, 1885, Mr. Armstrong was united in marriage to Miss Ellen Mildred Ward, of England. They are members of St. Paul's Anglican church, and Mr. Armstrong is also a life member of Ancient Landmark Lodge, No. 3, A. F. & A. M. of Winnipeg, and a member of the Vancouver Club since its incorporation. He is a life governor of the Vancouver General Hospital and is interested in many projects to promote the welfare of the individual and of the community at large. In politics he is a conservative, but not an active party worker. He owned the first automobile in British Columbia, a Stanley Steamer, which he purchased in Boston and brought to this provinve in 1899 There is today no more enthusiastic motorist in British Columba than Mr. Armstrong. It is characteristic of him that he enters into everything with which he becomes connected, whether it be pleasure, benevolent projects, church work or business, with an enthusiasm that is contagious. His course and courage inspire confidence, for it is well known that he is ever on the side of progress and that his business activity is guided by sound principles.



E. H. Heaps.

Edward Hewetson Heaps

EDWARD HEWETSON HEAPS, of the firm of E. H. Heaps & Co., Limited, is occupying a leading position as a lumber manufacturer of the province of British Columbia, being at the head of one of the enterprises that have in large measure contributed to the upbuilding, substantial growth and commercial advancement of the province.

Mr. Heaps was born in Westmoreland, England, on the 26th of March, 1851. His father, Thomas Heaps, of Yorkshire, was an architect and builder, a devoted adherent of the Methodist church, and for fifty years a local preacher. He lived to the age of seventy-five and left behind him an example of sterling integrity, upright-ness and undeviating adherence to all that is pure and true. He was survived by his beloved wife for three years. There were five children of the marriage, all today occupying positions of respect and influence.

Edward H. Heaps, the subject of this sketch, was the youngest of his father's family. He was educated at the Egremont Academy, conducted by the Rev. Robert Love, and upon completion of his studies was apprenticed to the firm of Stead Brothers, cotton brokers of Liverpool, with whom he remained seven years. By steady and unremitting application to his duties he earned the respect and confidence of his employers. The firm would willingly have retained his services, and promotion was offered, but Mr. Heaps had decided to seek his fortunes in the new world. He remained in America for three years, learning the ways of the country and engaging variously in farming, storekeeping and bookkeeping. At the end of this period he returned to England, when his marriage to Miss Anna Robinson, of Manchester, took place. For eleven years thereafter he resided in Manchester, carrying on a profitable business in the manufacture of cotton goods, a natural development of his seven years' experience in the cotton trade.

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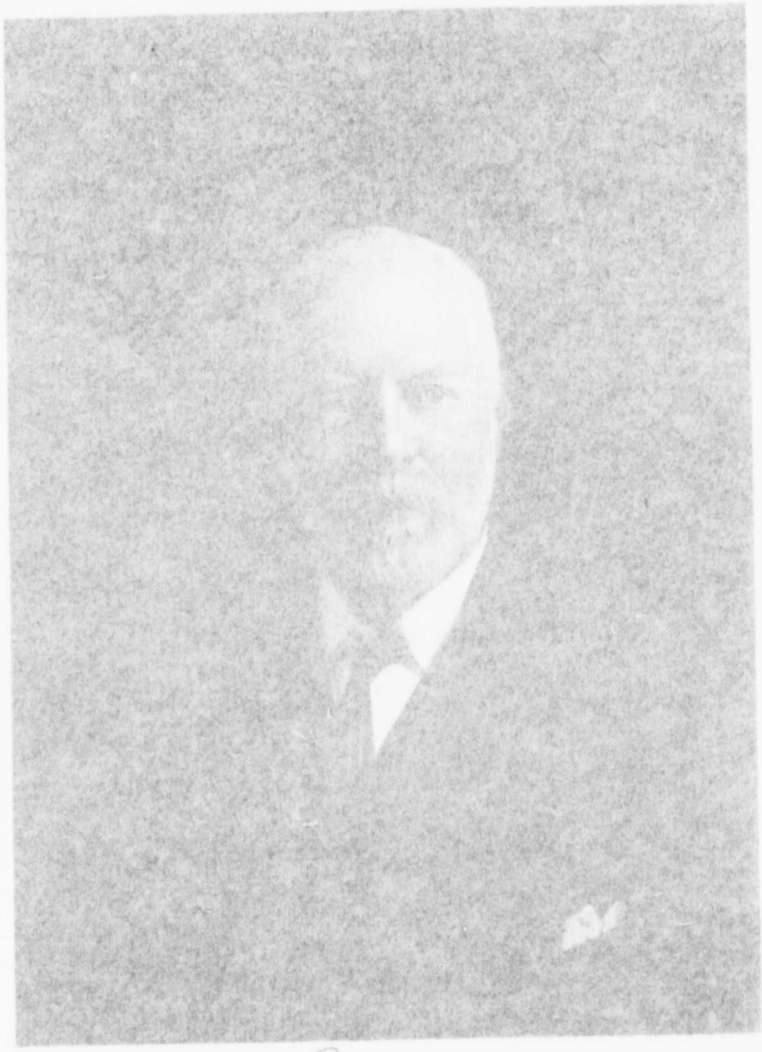

E. H. Heaps

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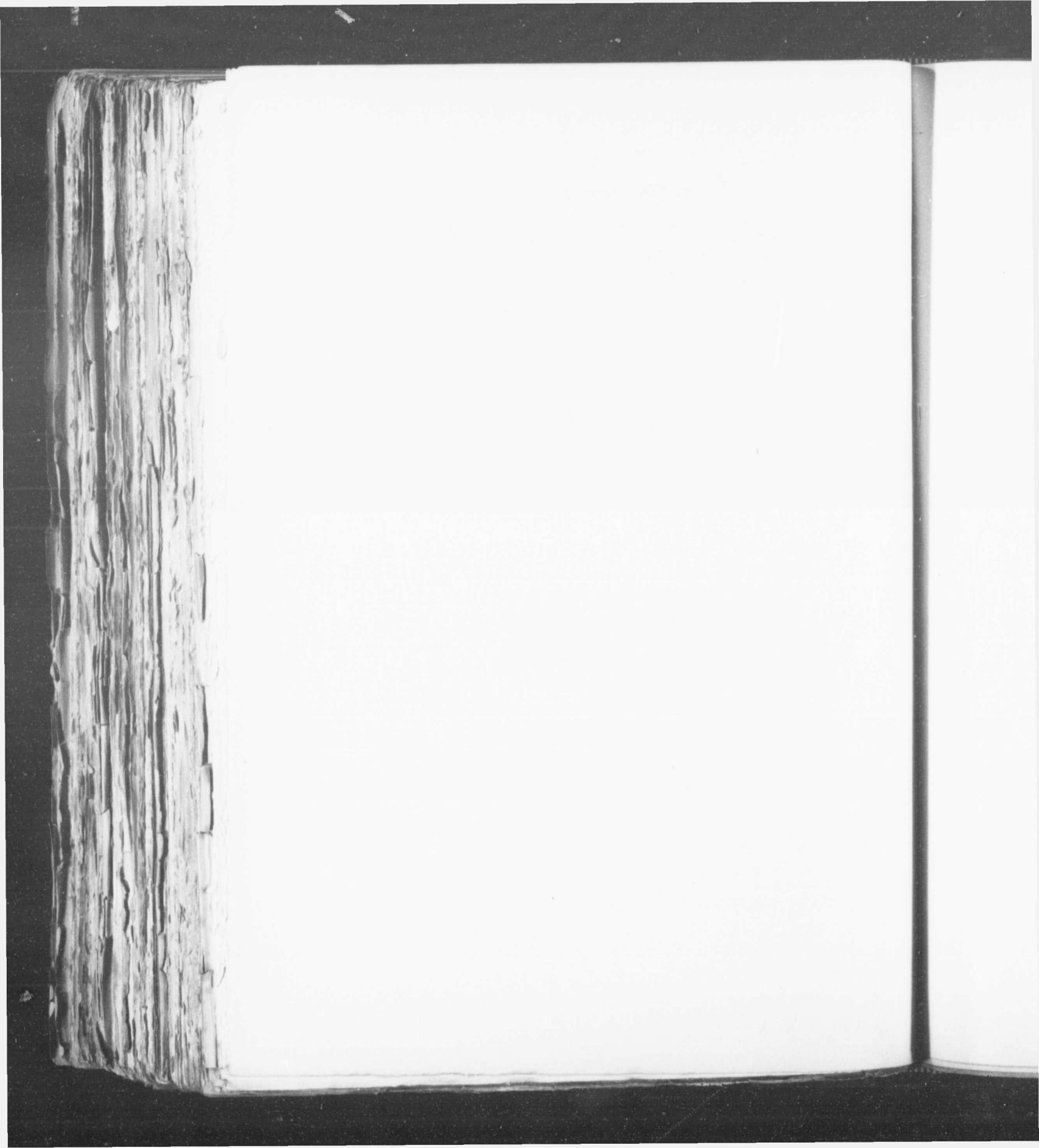
and Canada, but believing that the great northwest offered still further business opportunities, Mr. Heaps in 1888 brought his family to British Columbia.

In this province the lumber industry, with its wonderful future, attracted Mr. Heaps' attention. He built a sawmill, sash, door and furniture factory on False creek. This business was turned into a stock company, but eventually the plant was destroyed by fire. Mr. Heaps, however, had previously established a machinery and mill supply business, under the style of E. H. Heaps & Company. In the course of this business he again became interested in the manufacture of lumber and shingles. The business grew rapidly, and in the year 1896 William Sulley became a member of the firm. The business has since kept pace with the growth of the city and western Canada, and is now one of the large concerns of the province. The company operate two large plants, viz.: Cedar Cove Mills in Vancouver, including a modern sawmill with a capacity of about one hundred thousand feet per day, large sash and door factory, planing mill, box factory, also well equipped blacksmith and machine shops; and Ruskin Mills on the Fraser river at the mouth of Stave river, where the company owns the townsite and operates saw, shingle and planing mills, general store, etc. Shipments are made to the eastern and middle states, to all parts of Canada, and to foreign markets. Employment is furnished to a large number of men. Mr. Heaps devotes close attention to the business, which is conducted upon modern lines, in keeping with the progressive ideas of the day. The business has become a stock company with a capital of six million dollars fully paid. Mr. Heaps is president and general manager; E. M. Heaps and J. W. Heaps, vice presidents; John Heaps, secretary, and A. R. Heaps, treasurer. H. A. Stone, William Sulley and A. D. Gurd are directors.

Mr. Heaps is interested in many other enterprises, and is president of the Heaps Timber Company, Ltd., a company dealing in timber and land; the Heaps Engineering Company, Ltd.; the Heaps Brick Company, Ltd.; the A. S. French Auto Company, Ltd.; the Columbia Trust Company, Ltd.; was one of the organizers and one of the first directors of the Bank of Vancouver, and is interested in many other companies. He has also served as alderman, police commissioner, and is one of the oldest members of the Board of Trade and a past president. His four sons, Edward Moore, James Wilson, John and Arthur Robinson, are all engaged with their father in the business. There are besides three daughters: Kate Eden, Constance Anna and Elsie Frankland. The family occupy a beautiful home at Cedar

Cove, the thriving suburb which has sprung into existence as a result of the development of industry at this point. They are connected with the Church of England and take an active part in the furtherance of affairs of All Saints' church at Cedar Cove. Mr. Heaps has many friends. His honorable business methods, his unremitting diligence, his intellectual strength and individuality have won him well deserved success, respect and esteem.



Edwin B. Ross.

Edwin Byron Ross

EDWIN BYRON ROSS, [illegible] Vancouver, was born in Peel, New Brunswick, [illegible] 29, 1878, a son of Roderick Russell and [illegible] (Moore) Ross, the former a native of [illegible] to which province his father, William [illegible] emigrated from Tain, Ross-shire, Scotland, [illegible] the nineteenth century. He was a representative of an [illegible] family. Roderick Ross in early manhood went up the St. [illegible] river and settled at Peel, New Brunswick, where he engaged [illegible] merchandising and continued to make his home until his death in 1897.

Reared in Peel, Edwin B. Ross pursued his education in the public schools there, in the Provincial Normal School at Fredericton, New Brunswick, and in the Dalhousie University of Halifax, from which he was graduated in 1904 with the degree of Bachelor of Arts, winning high honors and the University medal in philosophy, only four of which have ever been awarded. He also pursued post-graduate work there and won the degree of Master of Arts in 1905. The following year he was graduated from the law department of the same institution and the LL. B. degree was conferred upon him. Following his graduation he went to Saskatoon, Saskatchewan, where he resided for a year, representing eastern capitalists in connection with railway interests. In 1907 he returned to Halifax and was called to the bar of Nova Scotia. In the fall of that year he came to British Columbia, settling at Vancouver, and in January, 1908, he was called to the bar of this province, entering upon active practice in Vancouver as a member of the firm of Bryden, Jack, Ross, Price & Woods, which association continued until October, 1912. Mr. Ross then withdrew from that firm and established his offices in the Rogers building [illegible] continues to the present time. Aside from his professional interests, Mr. Ross has financial interests, in connection with a number of corporations, and he is also legal representative of a number of important business interests, and represents extensive eastern capital.

On the 12th of November, 1906, Mr. Ross was united in marriage to Miss Edith M. Archibald, only daughter of J. L. Archibald, a retired merchant of Halifax, and they have one child, Jean. Mr. Ross

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is an independent conservative. Before coming west he was very active in politics, making numerous speeches in the campaign of 1904. He belongs to the University Club, the Commercial Club and to the Methodist church and to the purposes and principles of each is loyal. He stands for the better things of life in the way of citizenship and good government, holds to a high standard of professional ethics and has won the warm and merited regard of his fellow townsmen during the period of his residence in Vancouver.

Geo. H. Buckley.

George Gordon Bushby

VANCOUVER numbers George Gordon Bushby among its most prominent and progressive citizens, as he has been the promotor of several of the leading business institutions of the city. He is today Vancouver manager of the British Columbia Marine Railway Company and of the British Columbia Salvage Company, as well as president of the Compressed Gas Company. His association with any enterprise insures a prosperous outcome of the same, for it is in his nature to carry forward to successful completion the projects with which he is associated. He has earned for himself an enviable reputation as a careful man of business and in his dealings is known for his prompt and honorable methods, which have won for him the deserved and unbounded confidence of his fellowmen.

Mr. Bushby is a representative of one of the most prominent and noted families in British Columbia and is himself a native son of the province, born in New Westminster, January 24, 1867. His parents were Hon. Arthur Thomas and Agnes (Douglas) Bushby, the former born in England and the latter at Fort Vancouver, Washington, the old Hudson's Bay fort. The father came to British Columbia in 1858, making the journey to Victoria by way of the isthmus of Panama. In the early days he served as postmaster general of British Columbia, as registrar and as county court judge and at his death in 1874 left behind him a record of public service which was varied in its activities and faultless in honor. His wife, who is a daughter of the late Sir James Douglas, now makes her home at Cheltenham.

At the age of four years George G. Bushby went to England with his parents and the family remained abroad for six months. At the age of eight he again made the journey to Great Britain, going around the Horn on the Hudson's Bay Company's ship, Lady Langford, under command of Captain James Gaudin. He entered Christ's College, Finchley, England, and there acquired his education, remaining until 1883, when he returned to America, settling in California. He was for one year a student in the State University and at the end of that time entered the Union Iron Works in San Francisco, where he

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served a five years' apprenticeship at the engineering trade. At the end of that time he returned to British Columbia and here entered the service of the Dominion government in the submarine rock-drilling department, doing a great deal of valuable work in the improvement of Victoria harbor. At that time he was in charge of the construction of the waterworks plant for the Williams Head quarantine station and gained a reputation for reliable and capable work in his profession. It was during this time that he with others founded the British Columbia Marine Railways Company, which was then called the Esquimalt Marine Railway Company. In 1892 he went to Esquimalt and there remained until 1900, when the company constructed a marine railway in Vancouver. Mr. Bushby then came to this city as local manager of the concern, which conducts a general dry-dock, engineering and repairing business. Mr. Bushby's most notable business connection at the present time is with the British Columbia Marine Railways, of which he is local manager. To his enterprising and energetic management is due much of the success of the company. The British Columbia Marine Railways are engaged in shipbuilding and have constructed in their Esquimalt shipyard the steamers Princess Beatrice, Princess Royal and Lillooet. They also built the quarantine station vessel, the Madge and the Casca, the celebrated Yukon stern wheeler, Transfer No. 3 for the Canadian Pacific Railroad, and are now building Transfer No. 4. They have recently constructed the Princess Maquinna, a two hundred and fifty foot steel vessel, for the Canadian Pacific, the largest steel vessel built on the Canadian Pacific coast. The British Columbia Marine Railways is one of Victoria's most important industries, and since being in existence they have done practically all of the large repair jobs on steel vessels on the coast. The business enjoys a most healthy and steady growth and its gigantic undertakings result in gratifying financial returns. Mr. Bushby is also salvage manager of the British Columbia Salvage Company, which was organized in 1896. This company has salved many vessels from Alaska to Panama, among them the Northwestern, wrecked near Valdez; the Marechien, near Juneau, and the Newport, at Balboa, Panama. Its business has expanded rapidly until the concern is today the largest ship salvage company on the Pacific coast and the fourth largest in the world. It owns the steamers Salvor, William Joliffe and Maude, stationed at Esquimalt, always kept under steam, being prepared to proceed to the assistance of shipping in distress on a moment's notice. The company is in close connection with the ports of the world and controls an immense business requiring constant supervision and systematic

management. Mr. Bushby's position as a director of its destinies calls for rare tact, administrative ability and organizing power, for versatility, keen insight and quickness of decision—qualities which are elements in his character and upon which his present success is founded. He possesses untiring energy, is quick of perception, forms his plans readily and is determined in their execution, and his close application to business and his excellent management have brought him the high degree of prosperity which is his today. In the control and management of a business such as that with which he is connected many a man of resolution, courage and industry would have failed, and he has demonstrated the truth of the saying that success is not the result of chance but the outcome of clear judgment and discrimination. Mr. Bushby is also connected with the Compressed Gas Company of Vancouver as its president. This concern was founded in the spring of 1911 and he has since that date held executive office. They deal in dissolved acetylene for oxy-acetylene welding, automobiles, boats, railway cars, locomotive headlights and buoys. They also manufacture oxygen for oxy-acetylene welding, mine rescue and medicinal purposes, supplying all the mines in Alberta and British Columbia and the doctors and drug stores. Their acetylene is also used for cooking and heating purposes. They operate The Welding Shop and manufacture autogenous welding and cutting appliances. Moreover, they deal in Prest-o-lite tanks, Prest-o-tire tanks, Prest-o-tire tubes, Prest-o-starters and automatic lighters. The officers of this company are: George G. Bushby, president; William B. Barwis, vice president; James Howard, treasurer; Harry G. Allen, manager. They control an important and growing trade, being located at 571 Howe street, Vancouver, with works at 1530 Hastings street, E.

In Victoria, British Columbia, January 14, 1908, Mr. Bushby was united in marriage to Miss Violet Brae, a native of England, but for several years a resident of Calgary, Alberta. They are the parents of two children, Audrey Violet Annie and John Sinclair.

Mr. Bushby is a charter and life member of the Royal Vancouver Yacht Club and has served for two years as official measurer and for a similar period of time as captain. He has always taken a great interest in yachting and a great many of his leisure hours are spent in this recreation. The possessor of a fine tenor voice, he took part in many operatic performances and in concerts given at social functions in Vancouver and Victoria in the early days and is an accomplished musician. A man of force, experience and capacity, his energies have been almost entirely directed to the field of business and in this line he has won notable and unusual success. He has

gained wealth to some extent, yet it is not alone this goal for which he has striven, for he belongs to that class of representative citizens who promote the general prosperity while advancing their individual interests.

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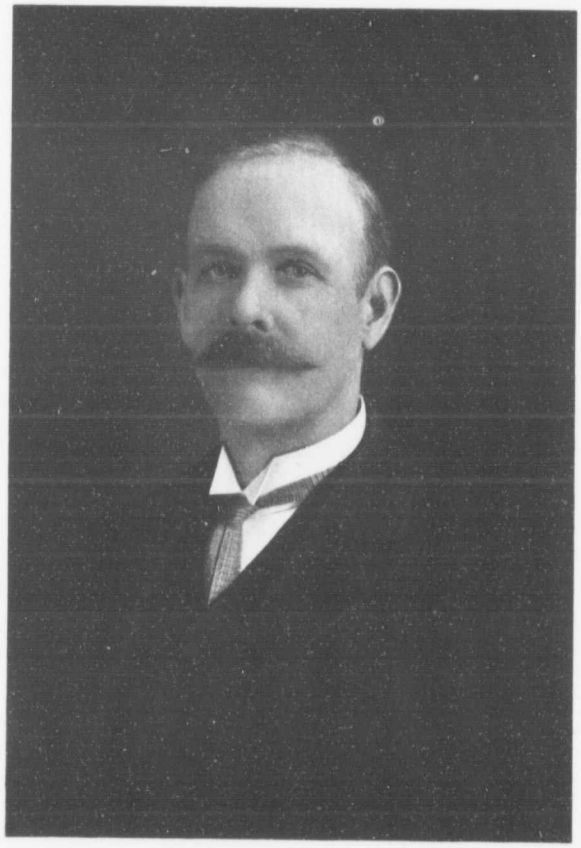

Joseph Dixon

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JOSEPH DIXON, a well known manufacturer of Vancouver, owning as a member of the firm of Dixon & Murray a large and well equipped plant for the manufacture of a general line of office and store fixtures, has developed a large and gratifying business as the direct result of methods which neither seek nor require disguise. In fact, there is no esoteric chapter in his life history and careful analysis brings to light the fact that industry, laudable ambition and energy have been the salient forces in placing him among those who are foremost in business circles in Vancouver today. Moreover, as a citizen he is ever progressive and he has been a witness of almost the entire growth and progress of Vancouver since it rose Phoenix-like from the ashes in 1886. He was born in Cumberland county, England, October 2, 1860, and is a son of James and Martha (Watson) Dixon. The father, who was a farmer of Cumberland county, died several months prior to the birth of his son, Joseph.

The boy was educated in the common schools of Newbiggin, England, and as a youth was apprenticed to the carpenter's trade at Brampton, near Gaesland, England. After serving his apprenticeship he worked at carpentering at Durham, England, until 1880, when the opportunities of the new world proved an irresistible attraction and he came to Canada, settling in Winnipeg, where he followed carpentering until 1888. In that year he came to British Columbia, locating at Victoria, where he worked at his trade until the year of his arrival in Granville, now Vancouver, where he has since remained. He reached this city just prior to the great fire of June 13 which completely destroyed the village and all of Mr. Dixon's effects. With the rebuilding of the city he had no difficulty in finding work at his trade and was thus engaged until 1890, when he began operating as a carpenter-contractor on a small scale, the fourteen-by-twenty-feet, one-story building in which he started still standing in the rear of No. 136 Water street, forming a striking contrast to their present handsome and valuable structure. He was successful from the first, and soon built up a fine business, his expert workman-

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ship, his fidelity to the terms of a contract and his honorable dealing on all occasions being the elements in his growing success. He operated alone until 1905, when he entered into partnership with E. O. Lyte under the firm name of Dixon & Lyte and at the same time began the manufacture of store and office fixtures, establishing a mill on Pender street in this city. This partnership was continued until 1907, in which year their plant was destroyed by fire. Soon afterward Mr. Dixon entered into partnership with George Murray under the firm name of Dixon & Murray, which association is still maintained. They erected a new plant at Dunsmuir street, in which they manufacture all kinds of office and store fixtures, conducting a growing and satisfactory business. Their plant is modern in its equipment, displaying the latest improved machinery needed in their line, and year by year their patronage has increased, for they ever recognize the fact that satisfied patrons are the best advertisement and thus they have endeavored to please the public in every possible way commensurate with a high sense of business honor and integrity. In connection with their manufacturing interests they conduct a general carpentering, contracting and jobbing business which has also extensive proportions and returns to them a gratifying income. In addition Mr. Dixon has other business and financial interests.

On the 15th of May, 1892, was celebrated the marriage of Joseph Dixon and Katherine Cottier, a daughter of Robert C. Cottier, of Liverpool, England. She came to British Columbia with her family after the death of her father and her marriage to Mr. Dixon was solemnized in Vancouver. Living in this city for twenty-seven years, Mr. Dixon has witnessed almost its entire growth and development. In fact, he has seen Vancouver rise from the ashes of Granville, has watched its transformation and has borne his full part in the work of general progress and improvement, being at all times a public-spirited and progressive citizen whose labors have been productive of much good.

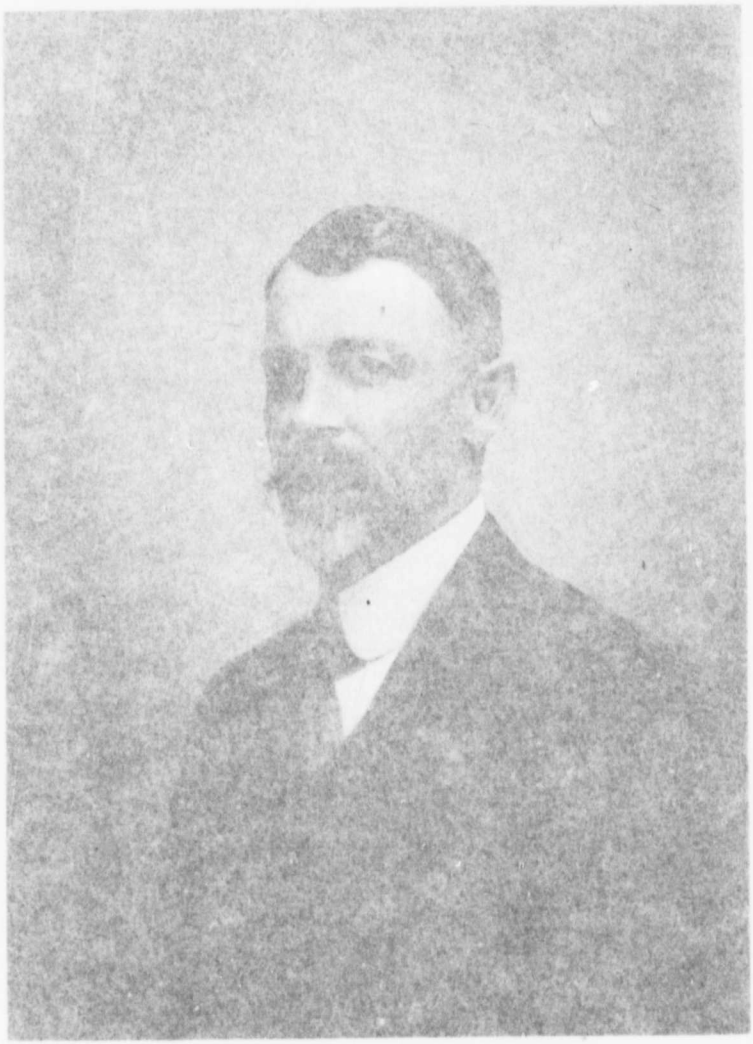
P. F. Green

Robert Francis Green, M. P.

OF THE many outstanding facts in connection with the development of western Canada none is more interesting or significant to those who delight to try and see beneath the surface of things and write accurate history than the great part played by a small group of individuals in the work of shaping the destiny of a country. To the unthinking it often appears that the solving of great problems has been due to "movements" or the policy of a government or popular agitation, but to him who will do a little quiet investigating it is invariably disclosed that big results are due to the initiative of one or two strong men, who, bolder than their fellows or endowed with greater gifts of insight and leadership, have grasped the fundamental necessities of a situation and applied that needful stimulus to community effort which has accomplished the desired result.

British Columbia is a great province—the greatest in the Dominion of Canada—and in area and variety of resources an empire. And when one is told that its present envious position among the countries of the world is due to a progressive development which was unthought of less than twenty years ago, one is spurred to make inquiry as to the manner of men they were who have been responsible for securing this marvelous change in such a short space of time. And this brings us to the subject of this sketch—Robert Francis Green, M. P., for it is but the simple truth to say that no man has done more for the adopted country; and as is always the case with men of worth to the state, not in the doing of it craved popular applause, the public honors which have been thrust upon him having in the main been spontaneous and unsolicited tributes to his worth and services.

One can best, perhaps, convey an idea of the position which Mr. Green occupies in British Columbia by saying that if anyone were in the province with any large enterprise to be launched or any political mission, he would not be in the country twenty-four hours before he would hear of the member for Kootenay. No higher tribute



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can be paid to his worth and position than to add that he enjoys to a remarkable degree the close confidence of the large financial and commercial interests of the country. But his position is even more powerful than would be disclosed by that statement, for it is known that the success which has attended the federal and provincial conservative parties in British Columbia is attributed mainly to his wise judgment on questions of policy on which their success so vitally depends.

Such then is the position which Mr. Green holds as a citizen of the richest and fairest province in the Dominion. Personally, he is of somewhat quiet and retiring disposition. A little below the average height, somewhat spare of build, a little grey tingeing a closely-cropped beard which lends to his countenance a striking resemblance to Sir William Mackenzie, Mr. Green can, when he is in Victoria, where he makes his home when the house of commons is not in session, be found at his office premises on the corner of Broughton and Langley streets.

Though somewhat abstemious in his habits, "Bob," as he is known to his intimates, is voted a prince of good fellows and the best of companions. Just how it came about that he came to occupy such a leading position amongst his fellows may be indicated in a few lines. First, he had and has unbounded confidence in the future greatness of his adopted province; second, he always backed up his faith by action; third, he always stood by his friends and "played the game."

It was in the fall of 1885 that Mr. Green first came to British Columbia, destined to prove the scene of his future activity. After a strenuous business career in the pioneer days in the mining camps of Kootenay, which will be alluded to later, it was, in 1893, that he was first summoned to public life, being chosen first mayor of Kaslo, and, although he was defeated for the next term, was reelected in the elections of 1896 and 1897. In 1898, he was elected to the provincial legislature for the Kaslo-Slocan Riding in opposition to the Turner government. He was again elected in 1900 as a supporter of the Semlin government, and, in 1903, was elected as a supporter of the McBride administration, accepting under that government the office of minister of mines. He resigned this portfolio in November, 1903, and became chief commissioner of lands and works, from which important office he withdrew in December, 1906. His work in parliament has been of far-reaching effect, and he has ever well taken care of the interests of his constituents. He has done much towards promoting and initiating constructive legislation in committee rooms and on the floor of the house, and his service in this connection has

ever given high satisfaction to those who called him to this responsible position. In 1912, Mr. Green was elected to the federal parliament by acclamation to represent the Kootenay constituency. This was made necessary by the appointment of his predecessor to the railway commission.

Mr. Green was born at Peterboro, Ontario, a son of Benjamin and Rebecca (Lipsett) Green, his father being a native of County West Meath, and his mother of County Donegal, Ireland. They emigrated to Canada about 1835, locating near Montreal, where the father engaged in agricultural pursuits. About 1840 they removed to Toronto, where Benjamin Green became connected with the grain and produce business. He later was active in business in Peterboro. In 1890 he came to British Columbia, where his death occurred in 1896 at Kaslo, his age being eighty-one years. His wife had preceded him to the Great Beyond, passing away in Ontario in 1889.

Robert Green, who was one of ten children, was educated in the public schools and the collegiate institute in Peterboro. In 1879 he crossed the border to the United States, being until 1881 engaged in business in a small way in Pennsylvania. He then returned to Peterboro, but, in 1882, heeding the call of the west, located in Winnipeg, and westward from there, engaging in construction work on the Canadian Pacific Railroad until 1884. In the spring of 1885, he went to Calgary and joined the commissary department of the forces under General Strange, remaining with that contingent throughout the rebellion. After the campaign he joined his brothers in Revelstoke. At that time, the Canadian Pacific tracks extended only six miles west of Beaver, British Columbia, which is eighty miles from Revelstoke, and he had to walk this distance. Shortly after his arrival at that place, he joined his two brothers in the general mercantile business in that town, continuing so until 1886, at which time he purchased the interest of one of his brothers in the business, the firm then being known as Green Brothers. They later also opened a branch store at Illicillewaet, British Columbia. Later on they closed up their Revelstoke store and opened a branch at Sproats Landing. In 1891, the store at Illicillewaet was abandoned and removed to Ainsworth, British Columbia, and the general merchandise business of E. S. Wilson & Company of that place was purchased. Upon the completion of the railway from Sproats Landing to Nelson, their business at the former place was transferred to Ainsworth.

In 1891 he located in Ainsworth, being Justice of the Peace for that large and important district. He served in a similar capacity as a law officer of the Crown during his residence in Kaslo from

1894 to 1897, inclusive, and during this period he won for himself a reputation for strict integrity as well as for great personal courage. Those were strenuous days in the pioneer settlements of the interior of the province—the days when many undesirable characters flocked thither from Idaho, where the advent of the famous "Bull Pen" had struck terror to their hearts—and many a tale could be told of how Mr. Green with a firm hand at the right moment had compelled due observance of law and order from those whose natural disposition and inclination was otherwise.

It is to be recorded also—and this in a measure reveals the type of man who proved so useful a citizen of the province in the early days of its development—that Green Brothers marketed the first ore ever shipped out of the Kootenay lake side of the famous Slocan camp. This they did under circumstances and conditions which would have tried the mettle of most men. The owners of the ore had men at work mining and sacking it at the Whitewater mines, controlled by J. C. Eaton, but neither the packers nor the steamboat people would touch it until all charges for freight and smelter treatment had been paid. So Green Brothers, realizing that, if the impasse could not be broken, the camp would be given a black eye, came to the rescue and guaranteed all charges, which amounted to sixty-five dollars per ton. And as a climax to this situation it is on record that within a year the production of ore was so great that some eight or ten ore buyers were in the district, representing the smelter people. Thus did Mr. Green give practical evidence of his faith in the future of British Columbia.

In 1892, the firm opened the first general store in Kaslo, British Columbia, and two years later disposed of their Ainsworth establishment, devoting all of their attention to their interests at Kaslo. In 1902, they amalgamated with the general merchandise store of H. Giegerich; the hardware store of H. Byers & Company, and the hardware store of A. E. Morris, and the firm then became known as The Byers, Giegerich, Green Company, Limited, which firm is still in existence.

Mr. Green first located in Victoria in 1903, and engaged in business in this city in 1907 by forming a partnership with Arthur C. Burdick, under the firm name of Green & Burdick, real-estate and financial agents, with offices in the Bank of Montreal building. They later moved to the Law Chambers, and eventually secured their present location at the corner of Broughton and Langley streets, where they do an extensive and representative business. In 1908, Newton T. Burdick—a brother of his partner—entered the firm,

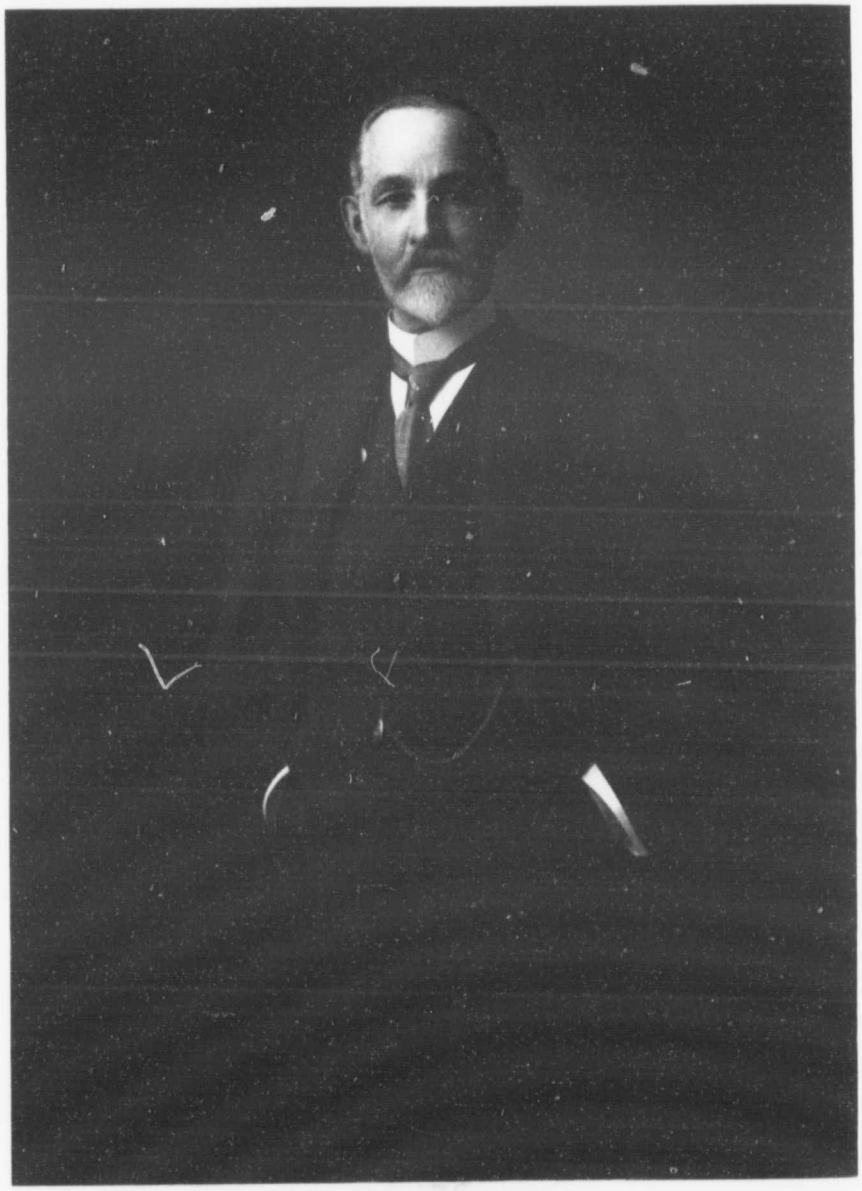
which then became known as Green & Burdick Brothers. All three members are well versed in local real-estate values, and their judgment in that regard is highly estimated. They handle much valuable property, and their business transactions have had a distinct influence upon the growth and expansion of the city. The firm also does an extensive insurance business, representing both fire and accident, and also bonding companies. They, moreover, act as financial agents, and their reliability in that respect is proverbial. They placed many of the larger subdivisions on the market, doing business principally in the northern section of Victoria. Mr. Green is the senior member of the firm and acts more or less in an advisory capacity only, as his various business interests require much of his time and attention. He is identified with a number of prosperous mining enterprises throughout British Columbia, one of which is the well known Slocan Star Mine, located near Sandon, British Columbia. He is also interested to some extent in fruit raising, and, along that line, has been an important factor in encouraging the fruit-growing industry in those sections of the province which are favorable thereto. He is identified with a number of other enterprises and industries, too numerous to mention, and is a director of the Colonial Trust Company, Limited; the New British Columbia Lands, Limited; and the Slocan Star Mine, Limited.

In Erie, Pennsylvania, Mr. Green married, on January 31, 1889, Miss Celia E. McDannell, a daughter of O. H. P. and Mary A. McDannell, natives of Pennsylvania, where the father was engaged in farming. Both parents have passed away. Mr. and Mrs. Green have two children: Robert H., born November 10, 1889, a graduate of McGill University in 1912, and at present studying law at Osgoode Hall, Toronto; and Cecilia R., born November 29, 1890, also a graduate of McGill University, and now articled to the firm of Mackay & Miller, of Victoria.

The family residence, one of the attractive homes of Victoria, is located at No. 502 Rupert street, but they spend their summers in their home on Beecher bay, where Mr. Green indulges in outdoor life, of which he is very fond, finding great pleasure in boating and fishing.

Mr. Green is prominent in the Masonic fraternity, in which he has attained high rank and held many offices. He is a member of St. Andrew's Lodge, No. 49, of Victoria; of the Kootenay Royal Arch Chapter; Vancouver Preceptory; and Gizeh Temple of the Mystic Shrine. He is past master of the blue lodge, past district deputy grand master, past first principal of the chapter and past potentate of the shrine. He is well known in club life of the city, being

a member of the Union and Pacific Clubs of Victoria. His recreations are indicated through his membership in the Royal Victoria Yacht Club and the Victoria Golf Club. Mr. Green is also a member of the Rideau and the Laurentian Clubs of Ottawa.

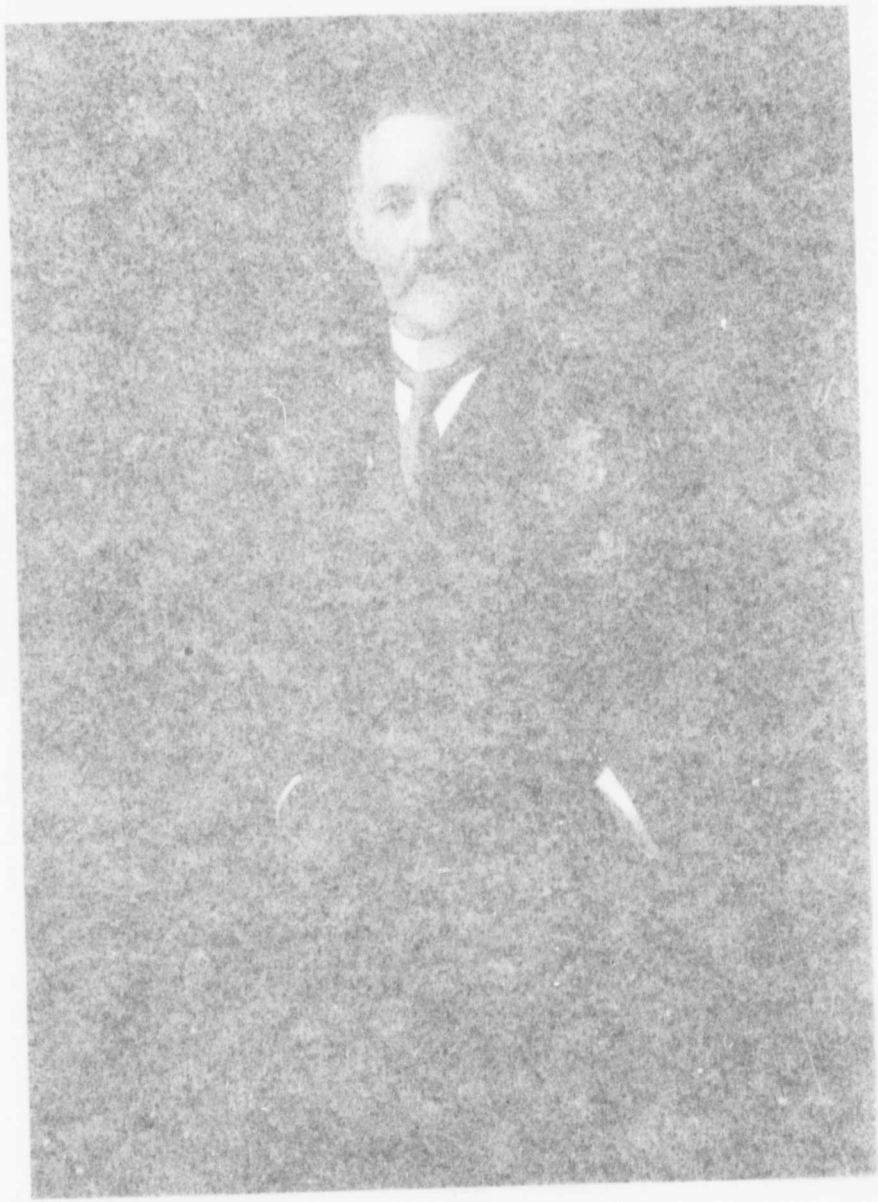


Simon P. Tunstall

Simon John Tunstall, B. A., M. D., C. M.

EXACTING are the requirements of the medical profession. If a lawyer be brusque and crabbed we are apt to regard it as the result of keen application to professional duties; if a minister holds himself aloof we feel it is because he is engaged in the contemplation of things beyond the common ken, but a practitioner of medicine must, according to public demand, be ever genial and sympathetic as well as learned in the science which forms the basis of his professional service. Dr. Simon John Tunstall is one who fully meets the requirements of the profession, and comprehensive study, clear analysis and broad experience have placed him with the enlightened practitioners of the northwest, his ability being attested by colleagues and contemporaries. For more than thirty years he has been active in practice in British Columbia, and since 1892 he has been consistently located in Vancouver.

A native of Quebec, Dr. Tunstall was born at St. Anne de Bellevue, September 19, 1852, and is a son of Gabriel Christie and Agnes (Fraser) Tunstall, both of whom are natives of Montreal and are descended from pioneer families identified with the early history of the province. In the paternal line the ancestry can be traced to the Rev. Mr. Tunstall, one of the first rectors of Christ church, Montreal, and chaplain to the military forces in Canada in the early part of the eighteenth century. He is also descended from General Gabriel Christie, whose daughter became the wife of the Rev. Mr. Tunstall. General Gabriel Christie was colonel of the Royal Americans and was second in command for General Amherst when Vaudreuil surrendered Canada to the British Empire. Through General Christie, Mr. Tunstall was a co-seignior of the seigniory of Lacelle and Beauharnois. On the maternal side his great-grandfathers were Major Simon Fraser, who as major of the Fraser Highlanders was present at the battle of Quebec under Wolfe, and Donald McKay, one of the United Empire Loyalists who left estates in Albany, New York, to follow the flag in Canada. The maternal grandfather, Simon Fraser, was one of the chief factors of the Honorable Northwest Company and his brother, Thomas Fraser, was an officer in the Royals and



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acted as aide-de-camp to the Duke of Kent when he was in command of the forces in Canada. Thomas Fraser rose to prominence in military circles and died while serving as a major general in India.

After attending the high school at Montreal Dr. Tunstall prepared for the practice of medicine at McGill University, Montreal. He first pursued the classical course in that institution, winning his Bachelor of Arts degree in 1873 and in 1875 the degree of M. D. and C. M. During his scholastic career he gained numerous honors, having won the Davidson gold medal at the high school, taken the Bachelor of Arts degree with first rank honors, and during his medical course received a prize for his primary year, while the Holmes gold medal was conferred upon him as the first of his year in his graduating class.

Dr. Tunstall located for practice at Papineauville, Quebec, where he remained for four years, subsequently spending a year in Montreal before coming to British Columbia in 1881. He practiced for two years in Lytton and for nine years was at Kamloops, where he was in charge as medical attendant of a large number of men during the construction of the Canadian Pacific Railroad. In 1892 he came to Vancouver and has since enjoyed a distinctively representative and remunerative practice. His ability has gained him recognition as one of the ablest representatives of the profession of the northwest. Aside from private practice he has participated actively in a wide range of professional and public affairs. He has served as president of the College of Physicians and Surgeons of British Columbia, is a past president of the Canadian Medical Association, and for a number of years was director and also served on the building committee of the new Vancouver General Hospital. He is a past president of the Caledonian and St. Andrew's Society and is past president of the Veterans' Association of Vancouver.

On the 22d of September, 1885, Dr. Tunstall was married to Miss Marianne Lawson Innes, a daughter of James B. Innes, for many years a crown navy officer, located at Esquimalt. The five daughters of this marriage are: Janet Marianne, the wife of P. A. O. Samkey, a prominent wholesale merchant and importer of Vancouver; Marjorie Katharine, the wife of J. Browne, of the firm of Evans, Coleman & Evans, Ltd.; Dorothy Ella, the wife of Clarence O'Brien, a prominent barrister of Vancouver; Gwendoline Louise and Ruth Elizabeth Fraser, both at home.

The family attend the Church of England and Dr. Tunstall, active in its membership, has at various times served as church warden and lay delegate to the synod. He is well known in Masonic circles,

having for many years been identified with the craft, while in the lodges of his local connections he has passed all the chairs. He still retains his membership in Kamloops Lodge, No. 10, and in the Royal Arch Chapter, of Kamloops. He is a past provincial prior of the Knights Templar and a member of the Shrine. He has membership in the Vancouver, Jericho Country and United Service Clubs. He has recently returned from a several months' trip abroad. This was his first trip to the old home in England and Scotland. He was welcomed royally in every home, which added greatly to the impressiveness of the trip, which was a most enjoyable one, comprising visits to many of the old historic points as well as all the art centers and the scenes of the modern interests throughout Europe. He is a gentleman of broad culture and scholarly attainments and his companionship is an inspiration to deeper interest in the better things of life.

Arthur E. Hepburn.

Arthur Elphinstone Hepburn

ARTHUR ELPHINSTONE HEPBURN, a resident of British Columbia since 1898, has through the intervening period become recognized as one of the most mining engineer of the province and one whose wide knowledge and experience entitle him to speak with authority upon many of the subjects upon which his profession has direct bearing. He was born in Surrey, England, January 21, 1873, and is a son of George Wright Hepburn Hepburn, recognized as one of the distinguished civil engineers of his time. He was an officer in the Army Works Corps and served during the Crimean war. He afterward engaged in important work throughout the world, being for seven years on the Punjab & Delhi Railway in India and surveying and preparing complete estimates for the building of canals along eight hundred miles of the Uruguay river in 1871. He assisted in the construction of the Scinde Railway and was afterward connected with important railroad work in Nova Scotia, New Brunswick and Great Britain. He built bridges in Spain and in different parts of the world and a distinguished professional career ended at his death in 1880.

Arthur E. Hepburn acquired his early education under private masters in London and New Zealand and afterward qualified for his profession as a mining engineer. He received thorough training, both theoretical and practical, the latter through actual work in the field, and he thus entered upon his duties well equipped for the solution of the intricate and important problems which are frequently met in that field of labor. His work carried him into the mining districts of many parts of the world, where he engaged for several years in practical underground and surface work, thus further obtaining experience in mining and its methods. He early became recognized as an engineer of great ability and has attracted a large and important clientage.

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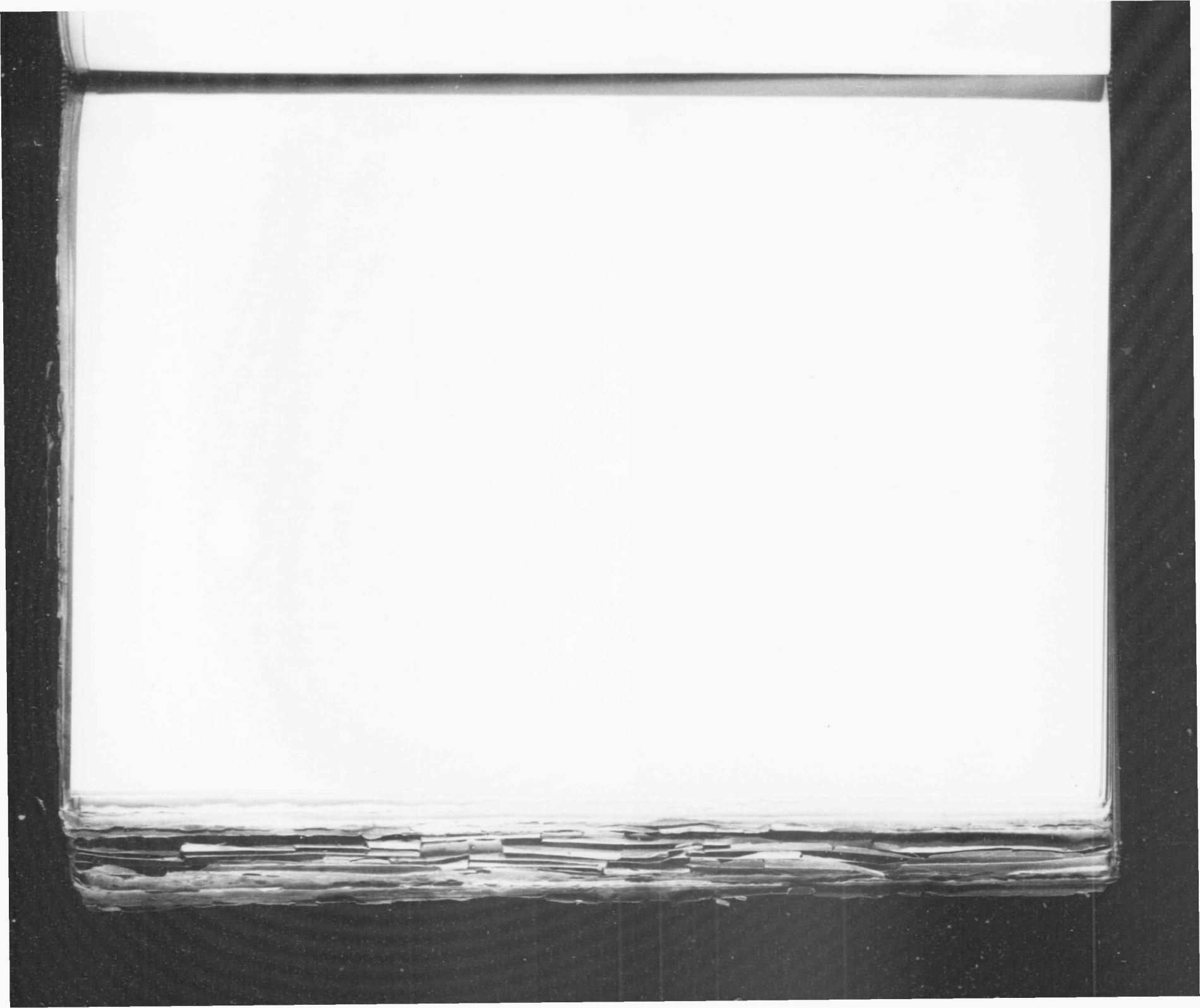
Major William Hussey-Walsh of London, England, under the firm name of Arthur E. Hepburn & Hussey-Walsh, of Vancouver and London. The intention and reason for the London office with its powerful connections and advisory board is to arrange financially for British Columbia issues of merit such as industrials, bond issues, and hydro-electric plants, railways, docks, etc. Mr. Hepburn considers that Sir Richard McBride, K. C. M. G., is truly an empire builder with his broad and far-sighted railway policy, having revolutionized conditions in this province, for it has only been the lack of proper communication that has kept in check the development of British Columbia's vast resources. Capitalists who will trust men of integrity in this province to carry on legitimate investigations along certain lines cannot help but win rich results. Mr. Hepburn through his office connections in London has been promised for the Vancouver Harbor & Dock Extension Company, Ltd., all the financial support necessary to carry out the great work in which it is engaged and which is most desirable and necessary to enable greater Vancouver to hold its own when the Panama canal opens in 1915. This will undoubtedly create enormous trade, which will in turn require greater dock accommodations. The mouth of the Fraser river is ideal for immense industrial enterprises and the promotion and support of these concerns have been endorsed by very able British and New York engineers and financiers. Another large concern for which Mr. Hepburn has been offered financial assistance is the Pacific & Hudson Bay Railway Company, whose line from Bella Coola, running north to Fort George and then into Peace River country, is of vast importance to the interior of the province. It is controlled by W. D. Verschoyle and E. C. Harris, of Vancouver, who have already spent two hundred and fifty thousand dollars in investigations and surveys and who through Mr. Hepburn's London office have been promised necessary support. Mr. Hepburn represents also large British financial interests and has important connections in London. He has represented professionally British capital and has made many exhaustive examinations in connection with the coal and iron fields of British Columbia, having been instrumental in placing the investment of this capital in the natural resources of the province. He has, moreover, given much thought, attention and research to the possibilities for the development of a great British Columbia steel industry and has made a very exhaustive report of the same to British financiers, this being now under serious consideration. Mr. Hepburn has personally become largely interested in coal lands, owning and controlling some twelve thousand acres in this province. These are very valuable,

being bituminous and of coking quality, and coal of this character will undoubtedly be in great demand for smelting operations.

Mr. Hepburn believes that greater Vancouver has a magnificent future and that when the population increases, as it will upon the opening of the Panama canal, labor will become cheaper and this in turn will enable large industrial enterprises to compete with those of eastern Canada and America. Enormous trade and markets in grain and other commodities are only waiting proper arrangements with China, Japan, New Zealand, Australia and Mexico. He believes that the motto of British Columbia should be "export, not import," as thereby more industries could be supported and the profits kept in the Dominion.

On the 14th of February, 1902, Mr. Hepburn was united in marriage to Barbara Gilmore Caldwell, a daughter of Captain Fisher Caldwell, of Troon, Ayrshire, Scotland. Mr. and Mrs. Hepburn have one daughter, Jean Fisher. The parents are members of the Anglican church and Mr. Hepburn gives his political allegiance to the conservative party, being a loyal supporter of Premier Borden's naval policy, considering that the proposal should have been accepted without party debate and the future and broader issues left for more careful consideration with the generous advice and cooperation of the imperial naval council of London. Mr. Hepburn's motto is "one king, one empire, one flag." In Vancouver he is known as a man of wide interests and progressive public spirit and his cooperation is always readily and heartily given to movements for the municipal advancement. He is a member of the Progress Club and the Board of Trade, serving on the mining committee in the latter organization, and is also affiliated with the Chamber of Mines and a life member of the American Academy of Political and Social Science. He holds membership in the Canadian Club, the Vancouver Golf and Country Club and the Terminal City Club and is well known in social circles. He is, moreover, a member of the Canadian Mining Institute, a life member of the American Institute of Mining Engineers, the Royal Society of Arts of London, a Fellow of the North British Academy and affiliated with the Naval and Military Emigration League of London. He is a man of force, experience and capacity, far-sighted in business, loyal in citizenship, eminent in his profession, and the influence of his standards and accomplishments has been felt as a distinct force in the building up and development of British Columbia.



J. L. Anderson

J. P. Anderson

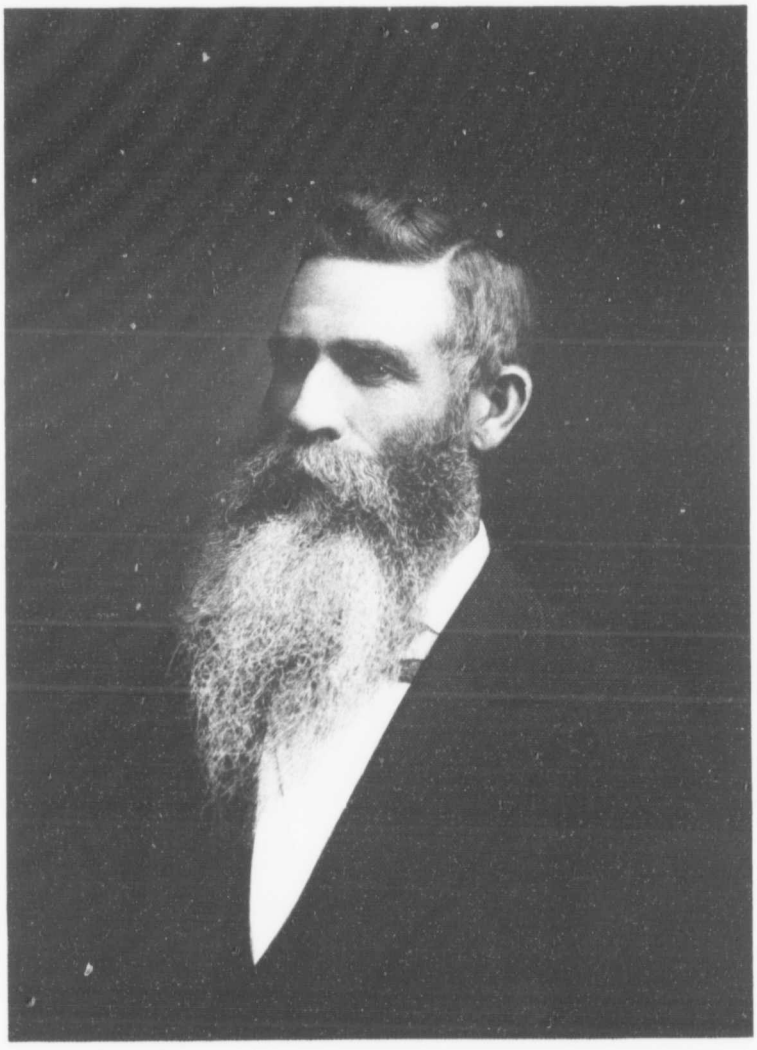
J. G. Anderson

AN INITIATIVE spirit, a power of business organization, enterprise, industry and ability have carried J. G. Anderson into important relations with business interests in Vancouver, where as a member of the firm of Barr & Anderson, Ltd., he is identified with the conduct of one of the oldest, largest and most important plumbing and heating establishments in the city. He was born in Gloucester, Massachusetts, December 21, 1874, and is a son of James L. and Elizabeth (Gray) Anderson, natives of Nova Scotia, who went to Massachusetts about the year 1866, settling at Gloucester. The father followed the sea as a captain on coastwise vessels running out of that city and he there maintained his home until 1890, when he came to Vancouver. For about ten years thereafter he commanded vessels on the Pacific coast and at the end of that time retired from active life, being then seventy-two years of age. He and his wife still reside in Vancouver and are well known and popular in the city.

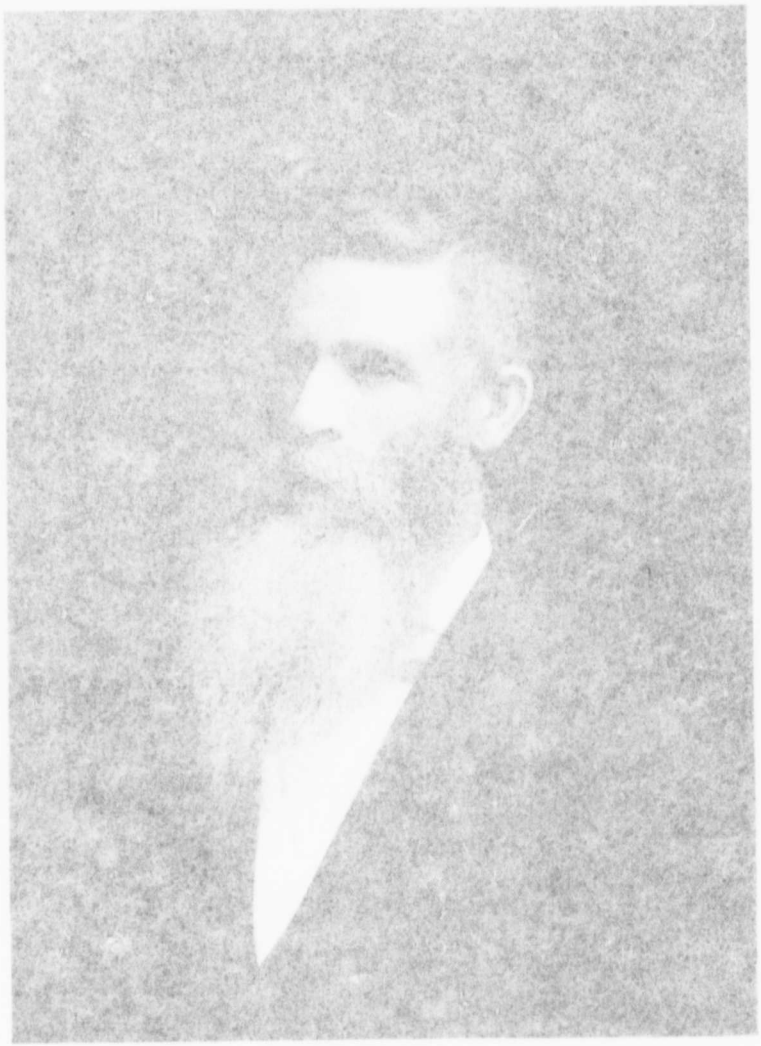
J. G. Anderson acquired his education in the public and high schools of Gloucester, Massachusetts, graduating in 1890. During his entire active business life he has been in some way connected with the plumbing and heating trade, for in 1891, when he came to Vancouver, he began a three years' apprenticeship, following this by a similar period of work as a journeyman. On the 1st of February, 1898, he joined M. J. Barr in the establishment of a plumbing and heating business under the name of Barr & Anderson and their copartnership continued until August, 1912, when the business was incorporated as Barr & Anderson, Ltd. This is one of the oldest, strongest and most reliable firms of its kind in Vancouver and, although still a young man, Mr. Anderson ranks with the pioneers in this line of work in the city, the patronage which his firm controls having been built up during many years of reliable dealing and straightforward and honorable business methods. Barr & Anderson, Ltd., do all kinds of plumbing, heating and ventilating work and have been entrusted with some of the largest municipal and private contracts in the province. They have installed the heating in the Victoria high school, the new Vancouver Hotel, the courthouse and the Rogers building in this city and in some

of the largest public buildings in the province, their territory extending to all parts of British Columbia. A great deal of the credit for the rapid expansion of the enterprise is due to the energy, ability and progressive spirit of Mr. Anderson, who has given practically all of his attention to the business since its organization. He possesses in his thorough and comprehensive knowledge of his trade, his general business ability and his power of organization and control the elements upon which all commercial prosperity is founded, and these qualities, guided by sound and practical judgment, have carried him forward to a place of prominence in business circles of Vancouver and made his firm one of the most reliable in the city.

Mr. Anderson was married in Boston on the 29th of August, 1906, to Miss Mary Elizabeth Irving, and both are well known in social circles of Vancouver. Mr. Anderson is a member of the Methodist church and is connected fraternally with Mount Hermon Lodge, A. F. & A. M., and the Knights of Pythias. He is independent in politics, voting according to his personal convictions without regard to party lines, and he is interested in everything that pertains to municipal development, although he never seeks public office. To its advancement he has made tangible and substantial contributions during the years he has engaged in business here and in Vancouver today he is known as a man of tried integrity and substantial worth, to whom success has come as a result of merit and ability.



Malcolm McLeod



Malcolm McLeod

Captain Malcolm McLeod

THE life of Captain Malcolm McLeod furnishes many splendid examples of the value of industry, determination and courage in the accomplishment of success, for it has been long and eventful and filled with many hardships and discouragements, all of which have been faced bravely and finally overcome. For thirty-five years he followed the sea in various capacities, although he was generally master of a vessel, and during that time he gained a reputation for expert seamanship and a thorough and practical knowledge of the science of navigation.

Captain McLeod was born on Prince Edward Island, in October, 1836, a son of Roderick and Catherine McLeod, who came from the north of Scotland in the early part of the year 1800, settling on Prince Edward Island, where the father engaged in farming until his death. Captain McLeod acquired his education in the public schools of his native province but at a very early age was abliged to lay aside his books in order to assist with the operation of the homestead. He also employed part of his time learning the shipbuilding business and he continued thus until he was twenty-two years of age. He then joined the government survey party that was making a survey of the Newfoundland and Nova Scotia coast in order to finish Bayfield's chart. He remained with this party, which was under the command of Captain Orlebar, until its work was completed—a period of two years. Determining then to become more proficient in seamanship, he went to England, where he engaged in the merchant marine service, making several voyages across the Atlantic, principally as chief officer. He afterward followed the sea before the mast for four years in order to get the benefit of a wide experience and eventually he returned to his old home on Prince Edward Island. However, he remained only a short time, embarking soon afterward as master of a vessel, which he sailed for one year. While in New York a merchant of his acquaintance, recognizing Captain McLeod's sterling qualities and his ability as a seaman, formed a partnership with him, buying the vessel, of which he made Captain McLeod half owner and master. The latter sailed this ship for four years, making a great deal of money during

that time both for himself and his partner. Eventually, however, he sold the ship in Glasgow and bought the Solario, of which he became sole owner. Captain McLeod sailed this himself for two years but finally the great increase in the volume of his business made it necessary for him to remain on land. He put the vessel in charge of a new master, who proved very incompetent, and it was wrecked on the rocks of Jamaica, Captain McLeod sustaining a heavy loss. After this misfortune he retired from the seafaring life and made his residence in Charlottetown, Prince Edward Island, placing the greater portion of his fortune in the Prince Edward Island Bank. This institution soon afterward failed and Captain McLeod's savings were lost with the rest. With characteristic courage and determination he made up his mind to start anew in the west and accordingly, in 1887, came with his family to British Columbia, where he first engaged in the real-estate business and later contracted to build the dykes on Lulu Island, Maple Ridge and Coquitlam. He carried this work forward to successful completion and in 1892 was appointed harbor master at Vancouver. He proved very capable in this office and filled it creditably and ably for fourteen years thereafter, being especially well fitted for its duties because of his long training in seamanship and his thorough acquaintance with the laws and regulations governing shipping. It was not because of any lack of ability or official integrity but rather through the schemes of political enemies whose disfavor Captain McLeod had incurred in the faithful discharge of his duties that he was finally compelled to leave this position. His enemies made serious charges against him in the Ottawa office and in order to disprove them Captain McLeod made a personal visit to the minister, taking with him letters which were given him by the men controlling large shipping interests in Vancouver, with whom he had had dealings for so many years. After reading these and studying the charges made the minister thoroughly exonerated Captain McLeod, saying that he was convinced that he had done only his duty. Since that time Captain McLeod has lived a comparatively retired life in his home in Vancouver, having through successful real-estate investments in property in and about the city accumulated a substantial fortune, which enables him to spend his declining years in ease and comfort.

Captain McLeod married Miss Abigail Cogswell, of Prince Edward Island, and they have become the parents of three children, one son and two daughters. The Captain is independent in his political beliefs and is connected fraternally with the Masonic lodge and the Loyal Orange lodge, of which he is the oldest member in British

Columbia. In this connection it is of interest to state that Captain McLeod, when but ten years of age, was a witness to the famous political riot at Belfast, Prince Edward Island, in which the Catholic and Protestant voters participated. They battled at the voting place for precedence with clubs and sticks, and a number were killed. His father and brothers took part in that memorable fight for right and justice, and the former was injured and as a result made ill for three months. The Protestants had been induced to lay aside their sticks, but their good faith was misplaced and the first voter was beaten to death. To see that justice maintained at subsequent elections, the military was always called out, but the independence and tolerance of the ballot was gained by this riot. Our subject viewed the desperate struggle from a distant hill. The home of Captain McLeod is situated at 1155 Burnaby street and bears the name of Schelma, the same as the hall used in the early times by the Highlanders as a place of refuge during their struggles with the Scandinavians. Captain McLeod belongs to the Presbyterian church and is known as a man of exemplary character and unblemished integrity—upright, straightforward and honorable in all the relations of life.

A. M. New-Westminster.

Rt. Rev. Adam Urias de Pencier

A SPIRITUAL leader and a [illegible] affairs of the world, one whose [illegible] acknowledged by all, Rt. Rev. Adam [illegible] cier, bishop of New Westminster, exerts [illegible] ence over the people of his diocese [illegible] even greater than that—over all the [illegible] province. An incessant worker in the ranks of the Anglic[illegible] actively interested in civic affairs his church is under his [illegible] making great advances. He is one of those genial men [illegible] understanding the springs of human conduct, one who reads [illegible] the lives of his fellow beings, understands them and gives readily [illegible] best efforts to help and guide them. Under his stimulating [illegible] since his diocese is growing fast and he manages its affairs with a [illegible] ing hand and that kindly persuasion which ever exerts an influence [illegible] human beings and brings them around the standard of a leader.

Born at Burritts Rapids, Ontario, on February 9, 1866, Adam [illegible] de Pencier is a son of P. Theodore and Sarah de Pencier. The [illegible] was a mill owner and farmer and a grandson of another Theo[illegible] von Pencier, an officer in Baron de Riedesel's Dragoons, part [illegible] Hessian contingent serving under the British crown in the [illegible] can war of independence under Burgoyne. The father was [illegible] on the banks of the Rideau river, on land given by the govern[illegible] for services rendered. Bishop de Pencier's mother's people [illegible] Eastmans of Pennsylvania, but originally from Kent, England [illegible] United Empire Loyalist stock. Both parents are deceased.

Bishop de Pencier was educated in the public and high schools [illegible] Kemptville, Ontario, and also had a private tutor, the Rev. [illegible] Lowe of Ottawa, Ontario. At the [illegible] Kemptville high school in 1880 he won the gold medal, [illegible] distinguishing himself by his wide knowledge and his [illegible] in the expectation of devoting himself to teaching [illegible] Ottawa Normal School under Dr. McCabe and was [illegible] assistant to the first principal in the first county [illegible] Richmond, Ontario. He matriculated at Trinity [illegible] route, in 1885 but did not go into residence until [illegible] he took up the arts course. He graduated as [illegible]

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A SPIRITUAL leader and a man practical in the affairs of the world, one whose purity of purpose is acknowledged by all, Rt. Rev. Adam Urias de Pencier, bishop of New Westminster, exerts a vast influence over the people of his diocese—an influence even greater than that—over all the people of this province. An incessant worker in the ranks of the Anglican church, actively interested in civic affairs his church is under his able guidance making great advances. He is one of those genial men readily understanding the springs of human conduct, one who reads deep in the lives of his fellow beings, understands them and gives readily his best efforts to help and guide them. Under his stimulating influence his diocese is growing fast and he manages its affairs with a strong hand and that kindly persuasion which ever exerts an influence upon human beings and brings them around the standard of a leader.

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Bishop de Pencier was educated in the public and high schools of Kemptville, Ontario, and also had as a private tutor the late Rev. Canon Lowe of Ottawa, Ontario. At the entrance examinations to the Kemptville high school in 1880 he won the gold medal, early distinguishing himself by his wide knowledge and his purposeful work. In the expectation of devoting himself to teaching he trained at the Ottawa Normal School under Dr. McCabe and was at one time assistant to the first principal in the first county model school at Richmond, Ontario. He matriculated at Trinity University, Toronto, in 1885 but did not go into residence until 1893, in which year he took up the arts course. He graduated as Bachelor of Arts in

1895. Under the tuition of the late Canon R. L. M. Houston and the late Archdeacon Bedford Jones, of Ontario, he was prepared for Holy Orders and ordained deacon by the late Archbishop Lewis in 1890 and priested in the same year by that dignitary. After ordination he was appointed incumbent at Navan in the diocese of Ontario, remaining there from 1890 to 1893. In 1894 he went to St. Albans cathedral at Toronto as vicar and in 1897, became incumbent at Uxbridge, Ontario, so remaining from 1898 to 1900. He was senior curate to Canon Welsh at St. James cathedral in Toronto and afterward went to St. Matthew's at Brandon, Manitoba, as rector, succeeding the present bishop of Qu'Appelle (Dr. Harding) in 1900. While in charge two churches were built, St. George's and St. Mary's, and upon his resigning the rectorship two separate parishes were established. On leaving Brandon, Bishop de Pencier was offered the rectorship of St. Paul's at Vancouver by the late Bishop Dart through the good services of the late Archdeacon Pentreath. On the death of Bishop Dart, Bishop de Pencier was elected bishop of New Westminster at the synod held in Holy Trinity church in June, 1910. In 1911 the University of Trinity College conferred on him the degree of D. D. (honoris causa).

In 1895 Bishop de Pencier married Nina Frederick Wells, the only daughter of Lieutenant Fred Wells, of the First Royals. The father rendered distinguished service through the Crimean war. Bishop and Mrs. de Pencier are the parents of four sons and two daughters: Theodore Frederick Wells, attending McGill University; John Dartnell and Joseph Christian, at University School, Victoria; Nina Hortense and Sarah Elizabeth, at home; and Eric Andrew Edwin.

Bishop de Pencier is typical of the churchman of the times, one who readily participates in all the joys and sorrows of his fellow beings. It is this strong humane spirit which makes him the powerful influence in the moral advancement of his province and the strong factor in the growth of his church. From him radiates that smiling kindness which brings cheer to every heart. The Bishop is a commanding figure, standing over six feet high, and is familiar to every inhabitant of New Westminster. During the coronation of their majesties, the king and queen, Bishop de Pencier received a royal command to attend and in company with other over-seas bishops had the distinction of participating in the historic event at Westminster Abbey. He is as loyal to his country and his king as he is to the charge which has been given into his hands and all of his actions are permeated with that loyalty and guided by his strong character.

Frederick B. Pemberton

Frederick Bernard Pemberton

A POWER of initiative, an enterprising and progressive spirit, an instinct for seizing and utilizing present opportunity have been the dominating elements in the success of Frederick Bernard Pemberton, capitalist and man of affairs, whose resultant activities have influenced the financial and general business growth of Victoria for the past quarter of a century. The city numbers him among her successful and prominent native sons, for his birth occurred here April 26, 1865, his parents being Joseph D. and Theresa [illegible] Pemberton, the former one of the early settlers in Victoria, having come to the city as surveyor general for the Hudson's Bay Company.

Mr. Pemberton was sent to England to be educated and there, after completing the usual public-school course, he entered University College, London, from which he was graduated in 1885. He then returned to Canada, coming immediately to his home in Victoria, where two years later he began his independent business career, becoming interested in dealing in real estate and in promoting important financial projects. In these and allied lines of activity he has since been interested, and, being a resourceful, far-sighted and discriminating financier, he has been carried forward into important business positions, his name standing in Victoria for competence, for reliability, for business foresight and for well timed business [illegible]. He today controls one of the largest real-estate and investment agencies in the city, his offices giving employment to [illegible] persons, and he handles a great deal of [illegible] management on questions of land values being [illegible] valuable. He has made some very judicious [illegible] and today is a large holder of city realty. [illegible] service he is connected with a number of the [illegible] Victoria, being a director in the Victoria [illegible] corporations. All of his business [illegible] along practical and conservative lines and [illegible] followed, his business achievements placing him among the leaders in the city's financial and commercial [illegible].

Frederick H. Gerhardt

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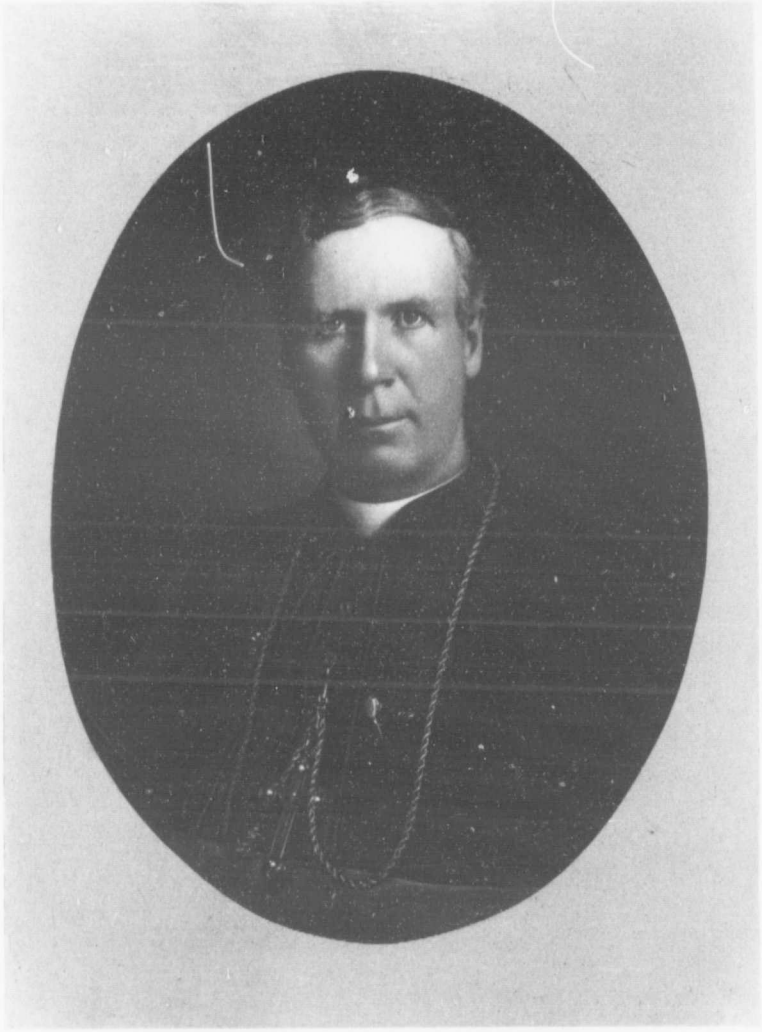
In Toronto, Ontario, in 1893 Mr. Pemberton was united in marriage to Miss Mary Ann Dupont Bell, a daughter of P. W. and E. S. Bell, the former of whom was connected with the Hudson's Bay Company all during his active life, acting as chief factor in a number of places. Mr. and Mrs. Pemberton have six children: Frederick Despard, Warren Colclough, Armine Morris, Philippa Despard, Mab Ahearn and Francis John Dupont. The family is well known in social circles of the city and the home is a center of hospitality for many friends.

Mr. Pemberton belongs to the Union and the Pacific Clubs and is prominent in the affairs of the Native Sons of British Columbia. He is president of the Victoria Hunt Club and he also holds membership in the British Columbia Land Surveyors. Eminently progressive and public-spirited in matters of citizenship, he is always ready to cooperate in movements for the community advancement and progress and he has done a great deal to promote development through official service and through identifying himself with progressive public and semi-public measures and movements. He is one of the councillors of Oak Bay and he has held this office for several years, proving an efficient, capable and far-sighted public servant. For several years past he has been connected with the Provincial Royal Jubilee Hospital as president of the board, and his interests though varied are alike in this—that he identifies himself with nothing which does not make for improvement in standards of citizenship, for progress in business or for the betterment or amelioration of existing conditions. After recounting the things he has accomplished and the variety and importance of the movements to which he has lent his aid and support it is perhaps superfluous to add that he is one of the city's most tireless men of affairs, modern in his views, progressive in his standards, telling in action—a native son whose life record is a credit to the community in which he has always lived.



+ Timothy Casey,
Abp. of Vancouver.

The Most Rev. Timothy Casey, D. D.

OF THE dignitaries of the Catholic Church who have successfully occupied the Archiepiscopal See of Vancouver, none have more worthily filled the high position than its present occupant, His Grace, the Most Reverend Timothy Casey, D. D. Personality assists, in no small measure, in the proper discharge of the onerous and complicated duties of an archdiocese, and in Archbishop Casey, the Holy See made a wise choice when selecting him for the great and ever growing western province of British Columbia.

His Grace first saw the light in a village in Charlotte county, New Brunswick, where he was born on February 26, 1860. Educated first in the well known public school at Mount Stephen, he took his classical and philosophical courses in St. Joseph's College. From thence he proceeded to the Grand Seminary at Quebec, and after the completion of the customary studies was ordained priest in the Cathedral of the Immaculate Conception, St. John, New Brunswick, on the Feast of SS. Peter and Paul (June 29), 1886. After his ordination the young priest was attached to the Cathedral where he remained for eleven years, winning the esteem and affection of his parishioners. His next appointment was as parish priest of St. Dunstan's, Fredericton, New Brunswick, and while discharging his priestly duties there he was selected as Coadjutor Bishop of St. John. He was consecrated to this high dignity on February 17, 1900, amid the hearty congratulations and good wishes of priests and faithful. On March 25, 1901, he succeeded the Right Rev. John Sweeney, D. D., as Bishop of St. John and continued to administer the duties of the far eastern See till he was invested with still higher honor as Archbishop of Vancouver. That the eastern Diocese was in a flourishing state on the retirement of its head was shown from the clerical figures annually submitted in illustration of the condition of the See. There were sixty-four priests, ninety-three churches and missions and two hundred and twelve students in the diocesan colleges. Supervised by the diocesan authorities were one college, two academies, two orphan asylums, three industrial schools, one asylum for old people and one hospital. The entire Catholic population was 68,

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mated at over sixty thousand when His Grace bade farewell to the Diocese in which he had spent his entire life to the date of his departure for the "Golden West." While in the eastern Diocese Bishop Casey issued a Pastoral on the temperance question, on which he holds strong views. The Pastoral, though merely addressed to the faithful of the diocese, was published far and near and the surprised Prelate received hundreds of complimentary letters from members of all denominations thanking him for his vigorous defense of temperance principles.

Referring to the departure of Bishop Casey from St. John, New Brunswick, the St. John Globe said:

"The departure of His Grace, the Archbishop of Vancouver, from St. John will be deeply regretted by citizens generally as by the members of the church of which he is a distinguished ecclesiastic. Archbishop Casey has been a resident of St. John during the greater part of the twenty-six years since his ordination, and he has been ever interested, in an unobtrusive way, in everything that pertains to the welfare of the city. While a priest here, attached to the Cathedral, he won reputation as a preacher, which increased as the years went by. As Bishop his services as a pulpit orator were called into requisition on many important occasions, notably at the Plenary Council at Quebec, at the installation of Archbishop Gauthier at Ottawa, and at a special service held in St. Patrick's Church, Montreal. This fact, no doubt, helped to attract the attention of the authorities at Rome to his rising importance in the Church in Canada, and in some degree led to his promotion to the growing Archdiocese of Vancouver. Through his pastoral letters also His Grace has loomed large on the ecclesiastical horizon. He dealt ably and lucidly with many important questions, treating them in a way that awakened the interest of all people who give serious thought to such matters, even though they did not always agree with the conclusions reached. All Canada was stirred by his strong and bold pronouncement on the liquor question, which was the subject of one pastoral letter. During the eleven years of his episcopate—for, although he was consecrated on February 11, 1900, he did not assume charge of the diocese until the death of the Reverend Bishop Sweeney on March 25, 1901—he has devoted himself to the interests of the church in its many branches. He will leave St. John to the sorrow of the Catholic people, even though they know Rome has selected him for preferment in a wider field of labor. In the prime of life—Archbishop Casey was fifty years of age in February last—in excellent health, genial in manner, thoroughly trained in church affairs, a facile writer and a ready and

eloquent speaker, His Grace is admirably qualified for the work that awaits him in the west. Vancouver is destined to be, within a brief period, an Archdiocese with a large population and many wants. An able man was required to fill the place vacated by Archbishop McNeil and the authorities at Rome promptly decided that another prelate from the Atlantic coast possessed all the requirements. While regretting Archbishop Casey's coming departure, the people of St. John will heartily congratulate him on the honor done him, and will wish him long life and success in his work in his new home."

Arriving in Vancouver on December 1, 1912, His Grace lost no time in commencing the study of the problems which had to be considered in this pioneer land. Quietly but effectively, he made himself master of the position of the church in British Columbia, and by his urbane and courteous manner won the affections of the West as he did those of the East. He is already a tower of strength to his priests and people, who are one in loyalty and devotion to their Spiritual Head.

During May and June he carried out a complete tour of the Kootenay, Boundary, and Slocan districts, visiting places where, previously, the foot of a bishop had never trodden. In every center addresses were presented to him by either Indians or whites, and everywhere he was welcomed with acclamation. In October, His Grace made an exhaustive pastoral visitation from Agassiz to Pemberton Meadows, blessing several new Indian churches and receiving delegations and addresses from whites and Indians. As he is untiring in his labors he also contemplates a pastoral visitation which will include Kamloops and district. When in Vancouver he is furthering the cause of Catholicity throughout his vast territory. Priests are being multiplied, and churches opened wherever possible, thus building up for the future. His Grace has received the gift of a costly archiepiscopal palace at Shaughnessy Heights, Vancouver, as a tribute of affection from his people. He has selected the Church of Our Lady of the Holy Rosary as his Pro-Cathedral and a few weeks ago blessed and opened a fine new church for the Servite Fathers on Slocan and Pender streets, Vancouver. That British Columbia will yet be one of the greatest, if not *the* greatest Archdiocese in Canada, its Catholic population are convinced, and when that great day dawns that the credit is due to its popular Archbishop will also be admitted without question. The Catholics of the province were never more united, and never more enthusiastic than at present. With considerably over seventy thousand devoted people on the mainland, and, in addition, the numerous populations owning alle-

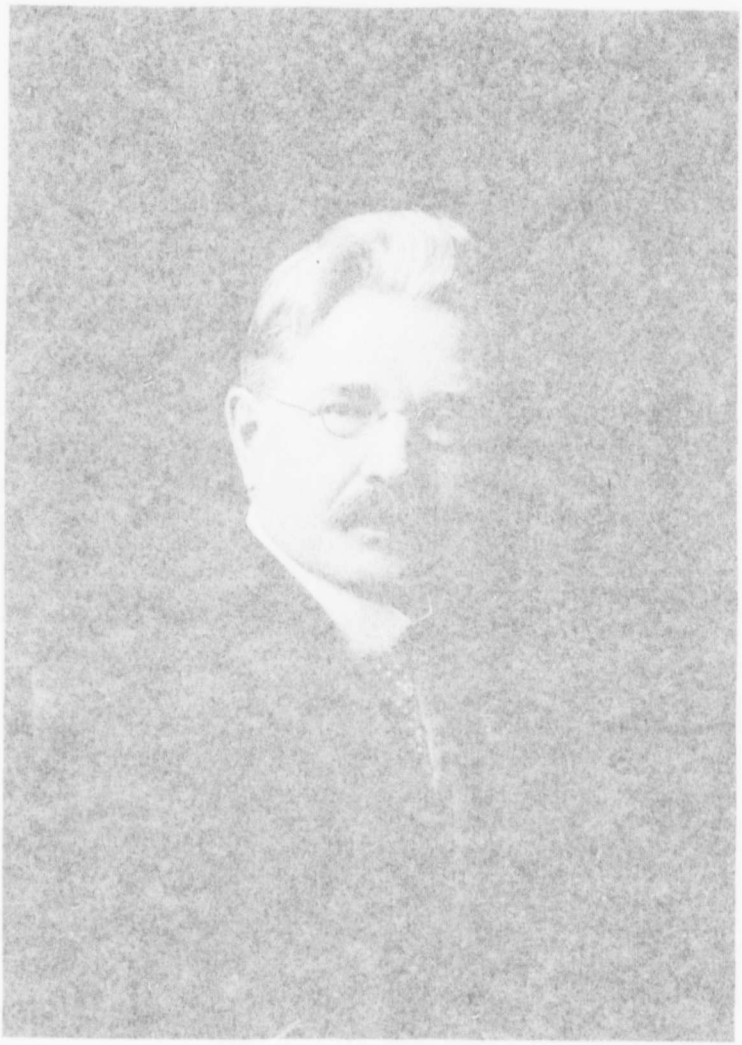
giance to the suffragan bishop of Victoria and the Prefect-Apostolic of the Yukon, there is a great future before the Catholic Church in the West. Annually the numbers yielding unquestioned allegiance to the church are rapidly swelling, and within a dozen years She will have a huge body devoted to her interests. When this happy period arrives it is more than probable that the Archdiocese, as now constituted, may be ruled by an even higher dignitary than an archbishop. Meantime the seed is being planted for the abundant harvest.

Robt. McKechnie

Hon. Robert E. McKechnie

HON. ROBERT E. McKECHNIE has figured prominently in political circles as a legislator and in professional circles as a physician and surgeon. He was born in Brockville, Ontario, April 25, 1861, a son of the late Major Wallace McKechnie, who was born in Claverhouse Castle, Dundee, Scotland. He, after coming to the new world, was for many years division superintendent with the Grand Trunk Railway, traffic manager of the Midland and general superintendent of the Prince Edward Island railroads.

His son, Dr. R. E. McKechnie, attended the Brockville public schools, the Port Hope high school and the Prince of Wales College at Charlottetown, thus completing his more specifically literary education. His professional training was received in McGill University, which conferred upon him the degrees of M. D. and C. M., and he also won the Holmes gold medal in 1890, indicating his high scholarship. Entering upon his professional career he sought the opportunities of the far west and made his way to Nanaimo, British Columbia, where he succeeded Dr. Praeger as surgeon for the Vancouver Coal Company, acting in that capacity for ten years. On leaving Nanaimo he went abroad and pursued postgraduate work in the University of Vienna. After a year spent in Europe, in which he became familiar with the advanced methods followed by various eminent physicians and surgeons of the old world, he returned to British Columbia and since 1899 has made his home in Vancouver, where he is engaged in the practice of surgery. The high position which he occupies in professional circles is indicated not only by the extensive patronage accorded him but also by the fact that he was honored with election as the first president of the British Columbia Medical Association. He is also well known in the educational field, being for fifteen years a member of the council of the College of Physicians and Surgeons of British Columbia and president thereof three times. He is a member of the first council of the Dominion Medical Board, the creation of which has made Dominion-wide medical reciprocity possible. In addition, at the first convocation of the University of British Columbia he was elected to the senate of that



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institution and later was appointed by the Minister of Education as a member of the board of governors of the university. Moreover, he is a member of the British, the Dominion, the British Columbia and the Vancouver Medical Associations, as well as being a member of the Board of Governors of the American College of Surgeons, which was organized in 1912, and was in 1913 made a fellow of that society, of which body he is also a regent. He is consulting surgeon of the Vancouver General Hospital and has filled the office of municipal health officer at Nanaimo and has also been provincial health officer. He is a director and first vice president of the Alpha Mortgage & Investment Company Ltd., of British Columbia.

In 1891 Dr. McKechnie was married to Miss Helen A. Russell and they have one son, Eberts, so named in honor of Dr. I. M. Eberts, to whom Dr. McKechnie was assistant at the Wellington Collieries in 1891-93. In politics he has been a liberal and for three years was treasurer of the British Columbia Liberal Association. He sat for Nanaimo city in the local parliament in 1898-9 and was president of the executive council in the Semlin administration. He belongs to the Episcopal church and is interested in all that pertains to the moral as well as the material development of the community. Dr. McKechnie is a member of the Vancouver, Terminal City, Royal Vancouver Yacht, Vancouver Automobile and Burnaby Golf Clubs, and through appreciation of the social amenities of life enjoys the companionships offered through these organizations.

R. H. Sterling

Rochfort Henry Sperling

VARIOUS corporate interests [illegible] profit by the enterprising [illegible] ness judgment of Rochfort Henry [illegible] trical engineer by profession [illegible] notable ability, who formulates [illegible] carries them forward to success[illegible] was born in London, England, on the [illegible] and is a son of Henry Reginald Sperling and [illegible] ling. The family residence was Dynes Hall, in [illegible]

R. H. Sperling was a pupil at [illegible] for a professional career was made in the [illegible] Testing and Training Institution at Faraday [illegible] ing thus qualified for the position of an electrical engineer he devoted his succeeding years to work along that line [illegible] agement of business affairs of importance, whereby [illegible] the prominent and representative business men of [illegible] He came to British Columbia in [illegible] tions with the British Columbia Electric Railway Company, Limited, and as general manager [illegible] and extensive in that connection [illegible] and the importance of his [illegible] is general manager of the Vancouver [illegible] Company, Vancouver Power Company [illegible] Power Company. He is a member of the Institution of Electrical Engineers of England, and also of the [illegible] Electrical Engineers. He has been a [illegible] everything pertaining to his profession and his wide [illegible] to speak with authority on many involved [illegible] questions.

Mr. Sperling is a Mason and [illegible] exemplification in his life. He belongs to the [illegible] Club of London, England, and to the Vancouver and Union Clubs of British Columbia. His religious faith is indicated by his membership in the Church of England and that he is a man of high principles, to which he is ever faithful, is indicated by the regard in which he is uniformly held.

R H Sterling.

Rochfort Henry Sperling

VARIOUS corporate interests feel the stimulus and profit by the enterprising methods and sound business judgment of Rochfort Henry Sperling, an electrical engineer by profession and a business man of notable ability, who formulates his plans readily and carries them forward to successful completion. He was born in London, England, on the 9th day of February, 1876, and is a son of Henry Reginald Sperling and Harriet Emma Sperling. The family residence was Dynes Hall, at Essex, England.

R. H. Sperling was a pupil in Eton college. His preparation for a professional career was made in the Electrical Standardizing Testing and Training Institution at Faraday House, London. Having thus qualified for the position of an electrical engineer, he has devoted his succeeding years to work along that line and to the management of business affairs of importance, whereby he is classed with the prominent and representative business men of his adopted city. He came to British Columbia in 1896. He entered into active relations with the British Columbia Electrical Railway Company, Limited, and as general manager in 1905, but, while his duties are onerous and extensive in that connection, he yet finds time for other activities and the importance of his interests is intimated in the fact that he is general manager of the Vancouver Gas Company, Victoria Gas Company, Vancouver Power Company, and the Vancouver Island Power Company. He is a member of the Institution of Electrical Engineers of England, and also of the American Institution of Electrical Engineers. He has been a constant student of everything pertaining to his profession and his wide learning enables him to speak with authority on many involved and important technical questions.

Mr. Sperling is a Mason and the principles of the craft find exemplification in his life. He belongs to the Junior Carleton Club of London, England, and to the Vancouver and Union Clubs of British Columbia. His religious faith is indicated by his membership in the Church of England and that he is a man of high principles, to which he is ever faithful, is indicated by the regard in which he is uniformly held.

On the 18th of August, 1909, Mr. Sperling was married to Miss Fleurette Lily Huntley MacPherson, a daughter of Mrs. E. Beetham, and they have one child, a daughter, Elizabeth Amy Sperling. Mr. Sperling is yet a young man, but has already attained a position which many an older representative of the profession might well envy. He possesses marked executive ability and keen insight and is never afraid of the laborious attention to details, so necessary to success.

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W A Ralph

William Albert Ralph

WILLIAM ALFRED RALPH has been a resident of Burnaby since 1898 and is regarded as one of the early residents of that place. He is now living in practical retirement at [illegible] identification with the construction work in various parts of Canada, principally in connection with Vancouver, where he was connected with early municipal government. He was born in Perth county, Ontario, in 1865, and is a son of William and Ann Ralph, the former a miller and millwright by trade. Both have passed away.

William A. Ralph acquired his education in the grammar and high schools of Shawville, Quebec, and after completing his studies worked with his father for a short time. He afterward engaged in bridge construction work in the employ of the Canadian Pacific Railway Company and helped to build the sledges upon which the soldiers were transported to quell the Riel rebellion. He subsequently engaged in building iron bridges in eastern Canada in the employ of the Dominion Bridge Company, severing his connection in order to engage in partnership with his father. After a number of years he turned his attention to lumbering on the Ottawa river and continued in that occupation until 1888, when he came west, working for a time for the Canadian Pacific Railroad on bridge construction. He was located first at Mission and then on the Fraser river near Vancouver, where the city government employed him on various contracts. He was foreman for the city when the old Hastings bridge was built and he had charge of the [illegible] North Vancouver when the new bridge was [illegible] four years, during which he was constantly in the employ of Vancouver, he moved to West Burnaby, finding [illegible] people. There were no streets laid out, no lights and [illegible] homes but Mr. Ralph believed in the future of the [illegible] purchased property here. This has greatly increased in value since that time and the town has grown and prospered. He was [illegible] appointed road superintendent and constable for the municipality of Burnaby in 1907 and he did capable and efficient [illegible]

W. A. Ralph

William Alfred Ralph

WILLIAM ALFRED RALPH has lived in West Burnaby since 1899 and is regarded as one of the early residents of that municipality. He is living in practical retirement after many years of prominent identification with the contracting business in various parts of Canada, principally in Vancouver and North Vancouver, where he was connected with important work for the municipal government. He was born in Pontiac county, Quebec, June 19, 1865, and is a son of William and Ann Ralph, the former a carpenter and millwright by trade. Both have passed away.

William A. Ralph acquired his education in the grammar and high schools of Shawville, Quebec, and after completing his studies farmed with his father for a short time. He afterward engaged in bridge construction work in the employ of the Canadian Pacific Railroad Company and helped to build the sledges upon which the soldiers were transported to quell the Riel rebellion. He subsequently engaged in building iron bridges in eastern Canada in the employ of the Dominion Bridge Company, severing this connection in order to engage in carpentering with his father. After a number of years he turned his attention to lumbering on the Ottawa river and he continued in this occupation until 1888, when he came west, working for some time for the Canadian Pacific Railroad on bridge construction. He was located first at Mission and then on the 1st of July, 1888, went to Vancouver, where the city government employed him on bridge contracts. He was foreman for the city when the old Granville Street bridge was built and he had charge of the repair work on the wharf at North Vancouver when the new ferries were put on. At the end of four years, during which he was constantly in the employ of the city of Vancouver, he moved to West Burnaby, finding here only a few people. There were no streets laid out, no lights and no modern homes but Mr. Ralph believed in the future of the community and purchased property here. This has greatly increased in value since that time and the town has grown and prospered. Mr. Ralph was appointed road superintendent and constable for the municipality of Burnaby in 1907 and he did capable and effective work in these capaci-

ties for three years. At the end of that time he engaged in logging on the north side of Burnaby lake, extending his operations in the following spring to Reed island. He then sold out his logging interests and was afterward engaged by the Burnaby school board as foreman of the grading done by that body. Since the completion of his work, however, he has lived in comparative retirement, although he engages now and then in large real-estate transactions.

On the 21st of April, 1892, Mr. Ralph was united in marriage to Miss Katie Paul, a daughter of James and Annie Paul, and they have become the parents of five children, one son and four daughters. Mr. Ralph is a member of the Presbyterian church and is connected fraternally with Park Lodge, No. 66, I. O. O. F. He is an enthusiastic deer hunter and spends a great many of his leisure hours in this sport. His political allegiance is given to the conservative party and he is interested in public affairs in West Burnaby, where he has so long resided and where he has taken such an active and prominent part in promoting development. He is and has been for a long time one of the substantial men of the community and has gained a position among its representative and leading citizens.

Geo. S. Atchison

George Louis Taschereau

GEORGE LOUIS TASCHEREAU [illegible] of the law firm of Taschereau & Lockwood, [illegible] ing a prominent position at the bar of Manitoba, was born at Saint-Pierre, Joliette County, Manitoba, on the 11th of February, 1880, and comes of a prominent old French family. [illegible] back of him an ancestry honored and distinguished. The [illegible] originated in La Touraine, France, in 1492. The first [illegible] the family in Canada was The Honorable Thomas Jacques Taschereau, who arrived in the province of Quebec on August, 1760, as secretary to Claude Thomas Dupuy, "Intendant de la Nouvelle France." His father, Philippe Albert Taschereau, was born at St. Joseph de la Beauce, Province of Quebec, June 10, 1841, and after graduating at the University of Laval, Quebec, went west to Winnipeg, Manitoba. In 1884 he removed to Saint Pierre, where he was registrar of the court until his death on the 30th of July, 1898. He married Marguerite Anne McPhillips, daughter of George McPhillips, a surveyor. They were married at St. Charles, Manitoba, August 10, 1874, and Mrs. Taschereau died at Saint Pierre, June 5, 1893.

Their son, George Louis Taschereau, received his education at St. Boniface College, in St. Boniface, Manitoba, the leading French town that Western education in the province. The Bishop of St. Boniface. He was also a student in the Manitoba College and pursued his preliminary law studies in the office of [illegible] G. McPhillips, K. C., following his father's death. Mr. Taschereau continued his law [illegible] the direction of Mr. McPhillips and afterward [illegible] in the office of Sir Charles Hibbert Tupper, [illegible] C.

He was called to the bar of British Columbia in 1910 and immediately entered upon [illegible] Toronto independently until February, 1913, when he [illegible] Lockwood into a partnership, since which time [illegible] under the firm style of Taschereau & Lockwood. [illegible] resentatives of the legal profession and [illegible]

Geo. S. Tuschman

George Louis Taschereau

GEORGE LOUIS TASCHEREAU, senior partner of the law firm of Taschereau & Lockwood, occupying a prominent position at the bar of Vancouver, was born at Saint-Pierre Jolys, Comté Provencher, Manitoba, on the 11th of February, 1883. He comes of a prominent old French family and has back of him an ancestry honored and distinguished. The family originated in La Touraine, France, in 1492. The first member of the family in Canada was The Honourable Thomas Jacques Taschereau, who arrived in the province of Quebec in August, 1726, as secretary to Claude Thomas Dupuy "Intendant de la Nouvelle France." His father, Philippe Albert Taschereau, was born at St. Joseph de la Beauce, Province of Quebec, June 10, 1841, and after graduating at the University of Laval, Quebec, went west to Winnipeg, Manitoba. In 1884 he removed to Saint Pierre, where he was registrar of the court until his death on the 30th of July, 1898. He married Marguerite Anne McPhillips, daughter of George McPhillips, a surveyor. They were married at St. Charles, Manitoba, August 10, 1874, and Mrs. Taschereau died in Winnipeg, June 3, 1893.

Their son, George Louis Taschereau, received his education at St. Boniface College, in St. Boniface, Manitoba, the beautiful old French town that Whittier eulogizes in his poem, The Bells of St. Boniface. He was also a student in St. Michael's College, Toronto, and pursued his preliminary law studies in the office of his uncle, L. G. McPhillips, K. C., following his arrival in Vancouver in 1904. Mr. Taschereau continued his law reading for four years under the able direction of Mr. McPhillips and afterward completed his course in the office of Sir Charles Hibbert Tupper, K. C. M. G., LL. B., K. C. He was called to the bar of British Columbia in the spring of 1910 and immediately entered upon active practice, following his profession independently until February, 1912, when he received H. G. Lockwood into a partnership, since which time they have practiced under the firm style of Taschereau & Lockwood. They are able representatives of the legal profession and their clientage includes large

and important corporations. Mr. Taschereau is well versed in the various departments of law, but has always confined his practice to civil law, making a specialty of corporation practice. He readily sees the relation of cause and effect and his analytical power and keen discrimination, combined with comprehensive knowledge of the principles of jurisprudence, have gained him prominence as a practitioner at the Vancouver bar.

Mr. Taschereau is an acknowledged leader of the conservative party in Vancouver and was formerly vice president of the Vancouver Young Men's Conservative Club. He belongs to the Catholic church and has membership with the Knights of Columbus and the Catholic Order of Foresters. Nature endowed him with musical talents which he developed by study in the Toronto Conservatory of Music, studying piano, violin and vocal, but his chief interest is in vocal music, to which branch of the art he now confines his activities. On one occasion he made a professional tour, covering several months in the United States, during which time he appeared in a number of the larger cities. He is ever a welcome figure in musical circles, but he regards the practice of law as his real life work and upon his professional duties concentrates his energies. He has already attained a commanding position among the younger representatives of the Vancouver bar and the legal powers which he has displayed argue well for farther and eminent success in the future.

Wm H Ladew

William Henry Ladner

ONE of the oldest residents and best known pioneers of British Columbia was William Henry Ladner, one of the family in whose honor the [illegible] Ladner's Landing was named.

For nearly three score years the name of Ladner has held its place in the annals of the Province and among men of this name no man is better or more favorably known than the subject of this record. His life has been intertwined with the record of this great west and to omit from any history of British Columbia the name of William Henry Ladner would be to render it incomplete.

Mr. Ladner was born in Cornwall, England, November 22, 1826. His father was Edward Ladner and his mother, Sarah Ellis Ladner, both natives of Cornwall. The father was a farmer and came to America in 1847, going immediately to Wisconsin where he followed agriculture until his death in 1851.

Mr. Ladner went from England to Wisconsin in 1846 and one year later than his father and remained there until the fall of 1851, when he returned to England. In the spring of 1851 he again left for the United States and spent one more year in Wisconsin. In the spring of 1852 he set out across the plains for California. He started from Omaha, Nebraska, and the time consumed in the trip to Sacramento was five months and six days. He stayed in California until 1858 when gold was discovered in British Columbia on the Fraser river in the Cariboo country. He arrived at Victoria on the steamer Brother Jonathan, May 15, 1858, where [illegible] trading post and the mainland a complete wilderness. [illegible] six men in his party and at Victoria they [illegible] navigate the Fraser river. The party [illegible] far as Point Roberts for which they paid [illegible] from there they proceeded in their [illegible] they arrived the 30th of May. By taking [illegible] custom duties at the mouth of the Fraser [illegible] ten per cent on all imported goods and [illegible] each mining license. They left [illegible]

Wm H. Hadley

William Henry Ladner

ONE of the oldest residents and best known pioneers of British Columbia was William Henry Ladner, one of the family in whose honor the historic town of Ladner's Landing was named.

For nearly three score years the name of Ladner has held its place in the annals of the Province and among men of this name no man is better or more favorably known than the subject of this record. His life has been intertwined with the record of this great west and to omit from any history of British Columbia the name of William Henry Ladner would be to leave it incomplete.

Mr. Ladner was born in Cornwall, England, November 28, 1826. His father was Edward Ladner and his mother, Sarah Ellis Ladner, both natives of Cornwall. The father was a farmer and came to America in 1847, going immediately to Wisconsin where he followed agriculture until his death in 1851.

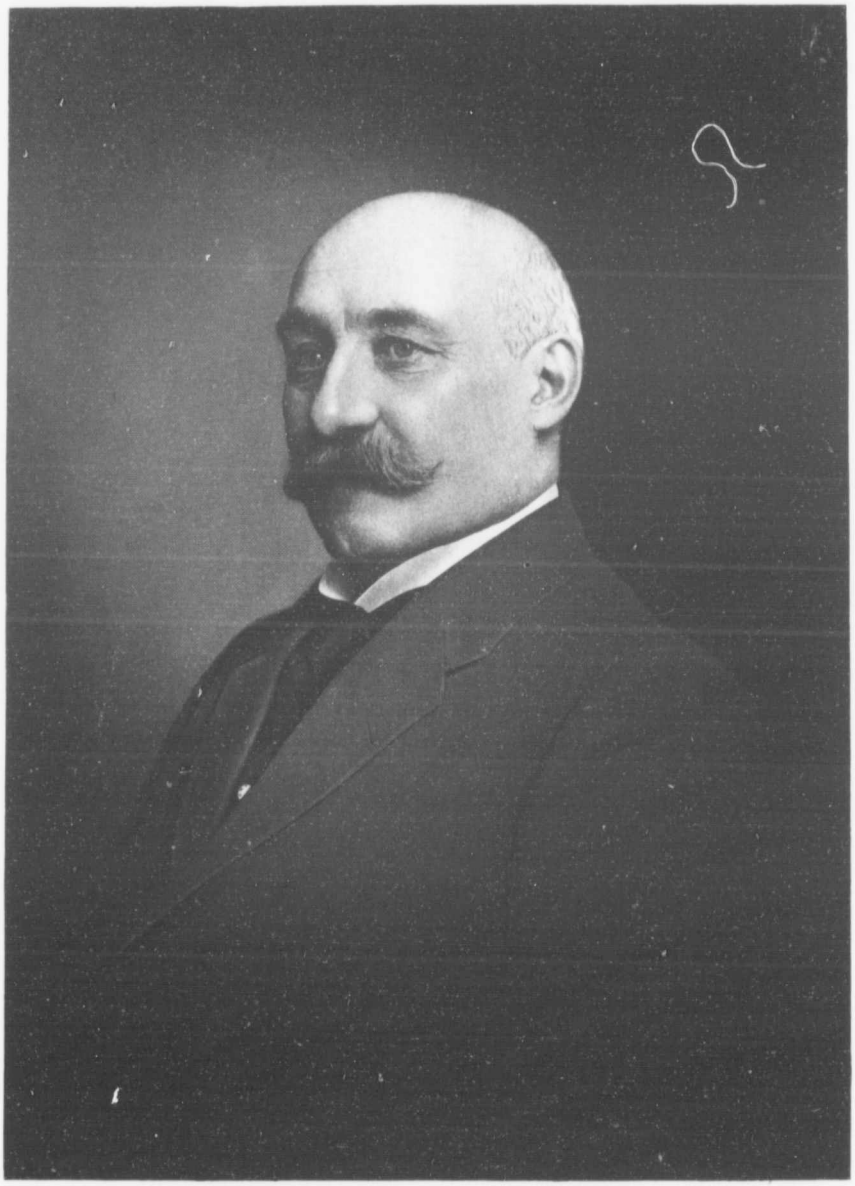
Mr. Ladner went from England to Wisconsin in 1848, just one year later than his father, and remained there until the fall of 1850, when he returned to England. In the spring of 1851 he again sailed for the United States and spent one more year in Wisconsin. In the spring of 1852 he set out across the plains for California. He started from Omaha, Nebraska, and the time consumed in the journey to Sacramento was five months and six days. He lived in California until 1858 when gold was discovered in British Columbia along the Fraser river in the Cariboo country. He arrived at Victoria on the steamer Brother Jonathan, May 15, 1858, when that city was a mere trading post and the mainland a complete wilderness. There were six men in his party and at Victoria they built skiffs in which to navigate the Fraser river. The party secured transportation as far as Point Roberts for which they paid the sum of fifty dollars and from there they proceeded in their skiffs to Fort Langley, where they arrived the 30th of May. By taking that route they avoided the custom duties at the mouth of the Fraser river, there being a duty of ten per cent on all imported goods and a charge of five dollars for each mining license. They left Langley June 1, 1858, and on the

following Saturday night reached Hope. On Sunday morning Mr. Ladner witnessed two surprises—a surprise of the Indians and the arrival of the American boat "Surprise"—that being the first boat to make the passage up Fraser river.

Mr. Ladner took up some mining claims and did trading. A little later he was appointed customs agent and government officer, having the honor of being the first constable appointed on the mainland of the province. He remained in Hope until the spring of 1859, when he started a pack train to the interior, continuing in that business until 1865. Freight rates were then very high. He always received at least fifty cents per pound for all goods carried between Yale and Williams creek, exclusive of the road toll. After conducting the packing business in the Big Bend country for a year he suffered a large financial loss and in 1868 returned to the province, settling at what is now known as Ladner's Landing, where he pre-empted one hundred and sixty acres and later bought four hundred and eighty acres, all of which he devoted to farming and stock-raising. This has ever since been his principal business and through this he has become wealthy. He was equally prominent in commercial and public affairs. He was one of the earliest pioneers of that section and is a member of the Pioneer Society of British Columbia.

Mr. Ladner is a conservative, has been active in party ranks and represented New Westminster in the provincial parliament from 1886 to 1890. He has been reeve of Delta almost continuously since 1880, justice of the peace since 1872 and has been police magistrate for the municipality of Delta for the past twenty years or more.

Early in 1865 he married Miss Mary A. Booth, who was a native of Iowa. She died in 1879. Their four children are: Ida Harriet; Sarah Louise, wife of Fred Howay; Paul Edward; and Delta Mary, wife of W. J. Watson of Ladysmith. In 1880 Mr. Ladner married his present wife, then Mrs. McLellan, of Clinton, British Columbia.

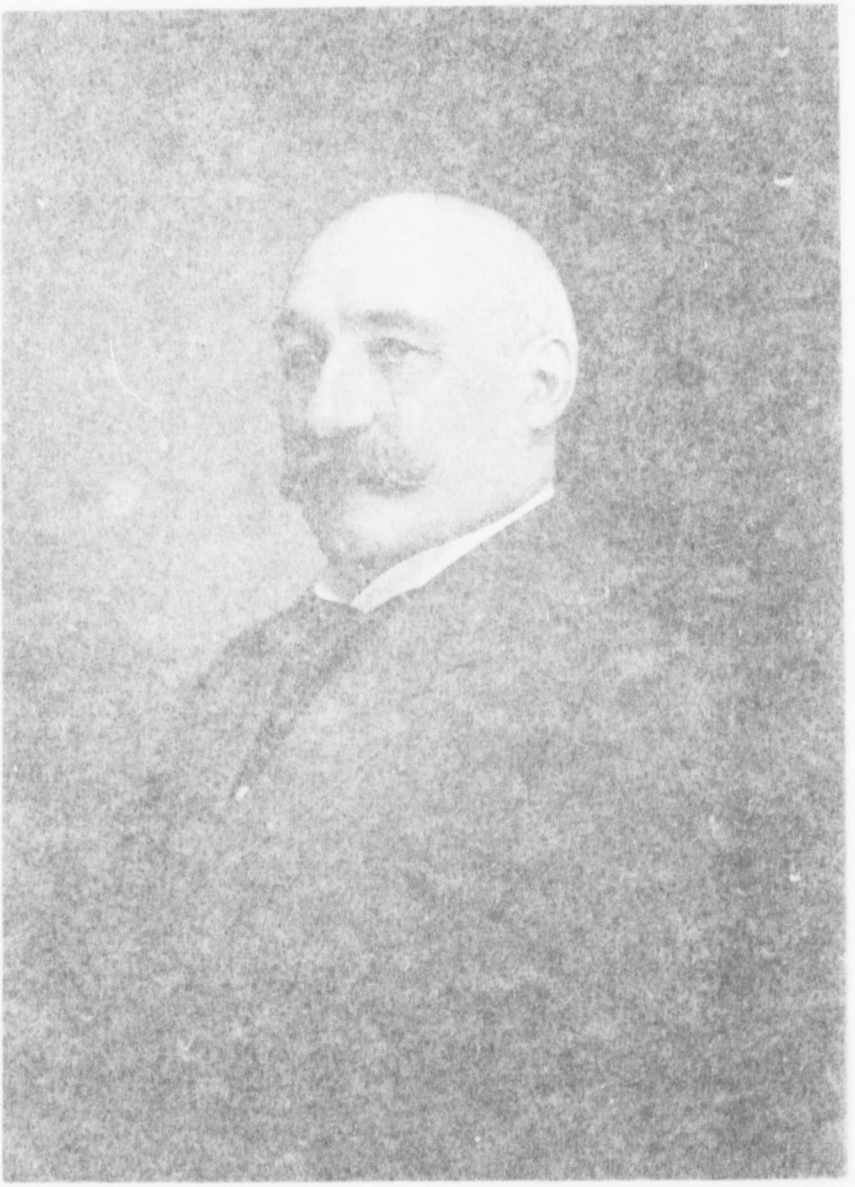


J J Lenn

Joseph James Lemon

AN ENTERPRISING and aggressive citizen [illegible] nated and controlled by sound and practical business judgment, has actuated Joseph James Lemon throughout the activities of his business career and has made him one of the representative business men of Victoria, where he is connected with many of the most important industrial, commercial and financial concerns of the city. As president of the Lemon Gonnason Company, Ltd., he is the head of a large sash and door manufacturing and sawmilling business, which he assisted in founding and which his energy and resourcefulness have been important factors in building up. Mr. Lemon was born in New York city, February 26, 1856, and is a son of Adam and Margaret (McElroy) Lemon, natives of County Armagh, Ireland. They came to the United States in 1852 and the father followed the carpenter's trade in New York city until 1858, when he came to Canada, locating in Cornwall, Ontario. He there engaged in contracting and building, afterward following these occupations at Toronto and St. Catharines until about 1876. He then returned to the United States and his death occurred in Rochester, New York, when he was sixty-five years of age. His wife died in 1874, when she was fifty-nine. Both the paternal and maternal grandparents of the subject of this review were natives of Ireland and the latter [illegible] came as a widow to the United States, residing in New York.

Joseph J. Lemon acquired his education [illegible] Thorold, Ontario, laying aside his books at the age of [illegible] afterwards learned the carpenter's trade under the direction of his father. He associated himself with George A. McFarlane, a partner with whom he remained for three yers. In 1878 he went to the United States, locating in Atchison, Kansas, where he engaged in the building of elevators and other railroad structures along the line of the Chicago & Alton Railroad and the Santa Fe. In 1881 he moved farther west, locating in Denver, Colorado, where he was employed by the Union Pacific in the erection of various structures, such as depots



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Joseph J. Lemon acquired his education in the public schools of Thorold, Ontario, laying aside his books at the age of sixteen. He afterwards learned the carpenter's trade under his father and then associated himself with George A. McFarland, a contractor, with whom he remained for three yers. In 1879 he went to the United States, locating in Atchison, Kansas, where he engaged in the building of elevators and other railroad structures along the line of the Chicago & Alton Railroad and the Santa Fe. In 1881 he moved farther west, locating in Denver, Colorado, where he was employed by the Union Pacific in the erection of railway structures, such as depots

and roundhouses. He afterward engaged in the contracting and building business in Leadville and the vicinity, continuing thus until he moved to Portland, Oregon, where he became foreman for the Frank Lewis Company, contractors and builders and planing mill operators. In their interests he was sent to Tacoma, to take charge of the erection of the Northern Pacific Railway station. He remained with the company for about one year and a half and in 1887 moved to Victoria, where he became foreman for the Johnson Walker & Flett Company in their sash and door factory and planing mill. This position he retained until 1891, when he associated himself with Aaron and Benjamin Gonnason in the organization of Lemon, Gonnason & Company. This concern was capitalized at ten thousand dollars and in the beginning employed twenty men. In 1903 a sawmill was erected and twenty thousand dollars was added to the capital stock. In 1910 the business was incorporated under the name of the Lemon, Gonnason Company, Ltd., and it now controls a capital stock of one hundred and fifty thousand dollars and employs one hundred and forty men. The company manufacture all kinds of sashes and doors and building supplies and they have filled many contracts for woodwork and glass work on structures in Victoria, among them the Empress Hotel, the Sayward building and the Pemberton building. Great credit is due Mr. Lemon for the remarkable growth of this concern, for he has been indefatigable in his efforts to extend its trade relations and to bring the company into important business and financial connections. He has, however, other business identifications, being a director in the Hudson Bay Mortgage Corporation and in the Washington Compressed Fuel Company, which is at present arranging to erect a branch plant in Victoria for the manufacture of compressed fuel from refuse of sawmills. In addition to this Mr. Lemon is financially interested in several other commercial enterprises in Victoria and in other parts of the province.

In March, 1889, in Victoria, Mr. Lemon was united in marriage to Miss Isabella Jones, a daughter of Mr. and Mrs. Stephen Jones, natives of Ireland, who came to Clinton, Ontario, at an early date. More extended mention of these parents is found elsewhere in this work. Mrs. Lemon died in 1898, leaving two children: Maggie Ellis Leonore; and Bertram Roy, who is associated with his father in the Lemon, Gonnason Company, Ltd.

Mr. Lemon is a member of the Victoria Board of Trade and is connected with the Pacific Club, the Camosun Club, the Automobile Association, and the Victoria Bowling Club. He is undoubtedly one of the successful men of Victoria and his prominence is the direct

result of his hard work, close application and earnest effort to keep abreast of the most modern methods in everything pertaining to his line of business. Those who know him personally find him a courteous and genial gentleman and he has an extensive circle of friends in Victoria.

K. L. Bowser

William J. Bowser, LL. B., K. C., M. P. P.

THERE is an old saying which runs: "You will always find the most missiles under the [illegible] apple tree in the orchard." This comes to [illegible] attempts to set down on paper something which may be informative of the character and career of the subject of this sketch—Hon. W. J. Bowser, K.C., Attorney-general of the province of British Columbia. He enjoys the distinction of having had a good many missiles of criticism hurled at him by his political opponents—and than this no better testimony can be offered as to his strength of character.

Mr. Bowser is known in politics as "a good fighter." He is no fair-weather sailor. He is at home where the storm and stress of public life rages the fiercest. And as his weapons are invariably honesty of purpose, a clear understanding, and a whole-hearted regard for the interests of the public, he has attained a measure of popularity which has been accorded to but few men in high office in western Canada.

The Honorable, the Attorney-General, has, to a greater extent than any of his predecessors in office, shown a determination to safeguard the interests of the people on all those larger matters which properly come within the jurisdiction of his department. He won the thanks of the public for having secured the passage through the legislature of the motor traffic act. This measure affords the maximum amount of protection to pedestrians on the crowded streets of cities, and to travelers along country roads. At one time so drastic a regulation called forth some criticism from owners of motor vehicles, but it was soon seen that it was really in the best interest of the community, and now it is accepted on all sides with the greatest satisfaction.

Another action on the part of Mr. Bowser, in his official capacity, has won for him unstinted praise. This was the order which resulted in a great improvement to the rolling stock facilities of electric railway companies operating in the province; also better regulations for handling traffic on street cars in cities. This is characteristic of the man—he plays no favorites, where the interests of the people are concerned.

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THERE is an old saying which runs, "You will always find the most missiles under the finest apple tree in the orchard." This comes to mind when one attempts to set down on paper something which may be informative of the character and career of the subject of this sketch—Hon. W. J. Bowser, K. C., attorney-general of the province of British Columbia. He enjoys the distinction of having had a good many missiles of criticism hurled at him by his political opponents—and than this no better testimony can be offered as to his strength of character.

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It is the manner in which he has administered the laws of the province, however, that has won for him such a unique position as a legislator and administrator. Take the case of the liquor act. Ignoring the sentimentalism of a section of the public which aims to accomplish the impossible—destroy the traffic root and branch—he approached the problem of lessening the evils which flow from over-indulgence in drink with the one idea of accomplishing something which would prove really beneficial. And being a practical man, he went about his task in a practical way. So he reduced the hours at which liquors might be sold at public bars—making the closing hours 11 P. M. on week days, except Saturday, and 10 P. M. on Saturdays. In other respects he improved existing regulations. He increased the penalties for serving interdicted persons with liquor; he closed up all the road houses on Sunday; and he instructed the officers of the crown throughout the country to enforce the laws rigidly and without fear or favor. In doing all this, he incurred to some considerable extent the hostility of the liquor interests—but Mr. Bowser stands to his guns, strong in the belief that his policy is for the general good.

One of his conspicuous traits is his courage in standing by his convictions. Once he has made up his mind as to a course of action to be followed, he cannot be swerved from his course no matter what may be the pressure brought to bear upon him. This was well illustrated when he was waited upon by a deputation who requested him to allow the provincial jails for the detention of fallen women. He refused to place the police force at the disposal of certain reformers for such work, pointing out that members of the deputation might be better employed in securing relief from the conditions complained of by educating the masses. All of this happened some time ago, and it is now recorded that the very people who first complained of his attitude are now willing to admit that the course he followed was more in accord with Christian ethics.

But no more important service has been rendered to the province of British Columbia than that performed by Mr. Bowser in his capacity as commissioner of fisheries. While as early as 1901 a provincial fisheries act had been passed, no active steps were taken to assert the rights or the jurisdiction of the province although there was a very crying need for action.

Popular alarm and indignation had been aroused throughout the province through neglect on the part of the Dominion to give proper protection to the great salmon industry. While the thoughtful feared the salmon were becoming depleted through a lack of proper regulation of fishing and proper closed seasons, those engaged in the

industry felt that through constantly changing legislation they were harassed and their investments threatened and all to no purpose.

A commission sitting from 1905-07 had recommended certain changes, notably a cannery and boat limitation in the northern district of British Columbia, but no action was forthcoming from the Dominion. There seemed no prospect of any betterment of conditions until in 1908 Mr. Bowser entered the government of the Hon. Richard McBride as attorney-general and incidentally commissioner of fisheries. The year he assumed office he introduced a measure known as the cannery license act under the guise of a revenue act. It carried, and under it Mr. Bowser practically limited the canneries in the north and it became apparent that the first step towards the protection of this very important asset had been taken. Spurred at length to action the Dominion followed suit the next year.

This was but the first step. Indications pointed to the fact that the canners in the north intended fishing the chief rivers more heavily, increasing the number of their boats and in consequence taking a heavier toll of the fish running upward to their spawning beds. The commission previously mentioned had urged a limitation of the boats in this district but the Dominion department seemed blind to the need for action. In the fall of 1909 Mr. Bowser had the matter investigated and when plans for operation next year were under consideration the canners were informed just how many boats they would be permitted to fish in connection with each plant. The proposal met with opposition at first but Mr. Bowser stood firm and in 1910 a boat rating for the northern districts of the province was enforced by the provincial authorities. Again the Dominion followed suit and the following year enacted a regulation differing in detail but little from the provincial rating and accepted by the province. By these actions, by setting his face against undue exploitation of the salmon fisheries he practically alone has prevented the rivers of northern British Columbia falling into the sad category of nearly every river in the United States and Alaska which have been depleted and robbed of what might have proved wealth for all time and at the same time he has given the canners stability of regulation and relieved them of the harassment they suffered for years.

In addition Mr. Bowser has been active in furthering scientific study of fish life, not so much for the purpose of settling certain little matters "of the enclitic de" in zoology, but because he has felt that any regulation which is not based upon a knowledge of the life history of the fish it is designed to protect, is poorly based, apt to be mischievous and as liable to defeat as to serve the ends for which it is proposed.

Studies of the life history of the Pacific salmons, of the embryology of the eastern and native oysters, of the distribution of the clams, have been launched and have been attended by notable results while active measures have been taken to introduce to the rich waters of the province, food fishes non-indigenous but desirable. Chief amongst the latter, after four years of effort Mr. Bowser secured the planting of some eight million whitefish fry from the Great Lakes in the lakes of the Fraser watershed, an experiment which will be continued.

In addition as attorney-general, Mr. Bowser has been keenly in sympathy with the spirit of the century in its attitude to the criminal. He has realized that the mission of the law is as much to reform as to punish and as a result British Columbia has blazed the trail in many movements directed to the amelioration of the condition of the prisoner and designed to make him a useful member of society. Under his regime a system of prison farms have been launched where fresh air and exercise with healthy occupation may minister to the regeneration of the culprit while many reforms in the administration of the Industrial School for Boys have been effected. More recently a similar institution for girls has been established.

Mr. Bowser is one of the best public speakers in the province. When a political campaign is in progress, he is always to be found in the thick of the fray. Possessing an excellent command of language and a clear resonant voice, he is a very pleasing, as well as a forcible, speaker.

Mr. Bowser is a member of the firm of Bowser, Reid & Walbridge of Vancouver, one of the most important and leading law firms of the province. He was born in Rexton, New Brunswick, on the 3d of December, 1867, his parents being William and Margaret (Gordon) Bowser, both natives of New Brunswick. His paternal grandfather was John Bowser, a native of England, who emigrated to New Brunswick in the early days of the province, and became a colonial magistrate. William Bowser, the father of our subject, followed merchandising throughout his active business career and passed away at the age of seventy years. His widow makes her home at Rexton, New Brunswick. She became the mother of eight children, three of whom survive, namely: Frank and Mrs. Irving, both of whom are residents of Kerrisdale, British Columbia; and William J., of this review.

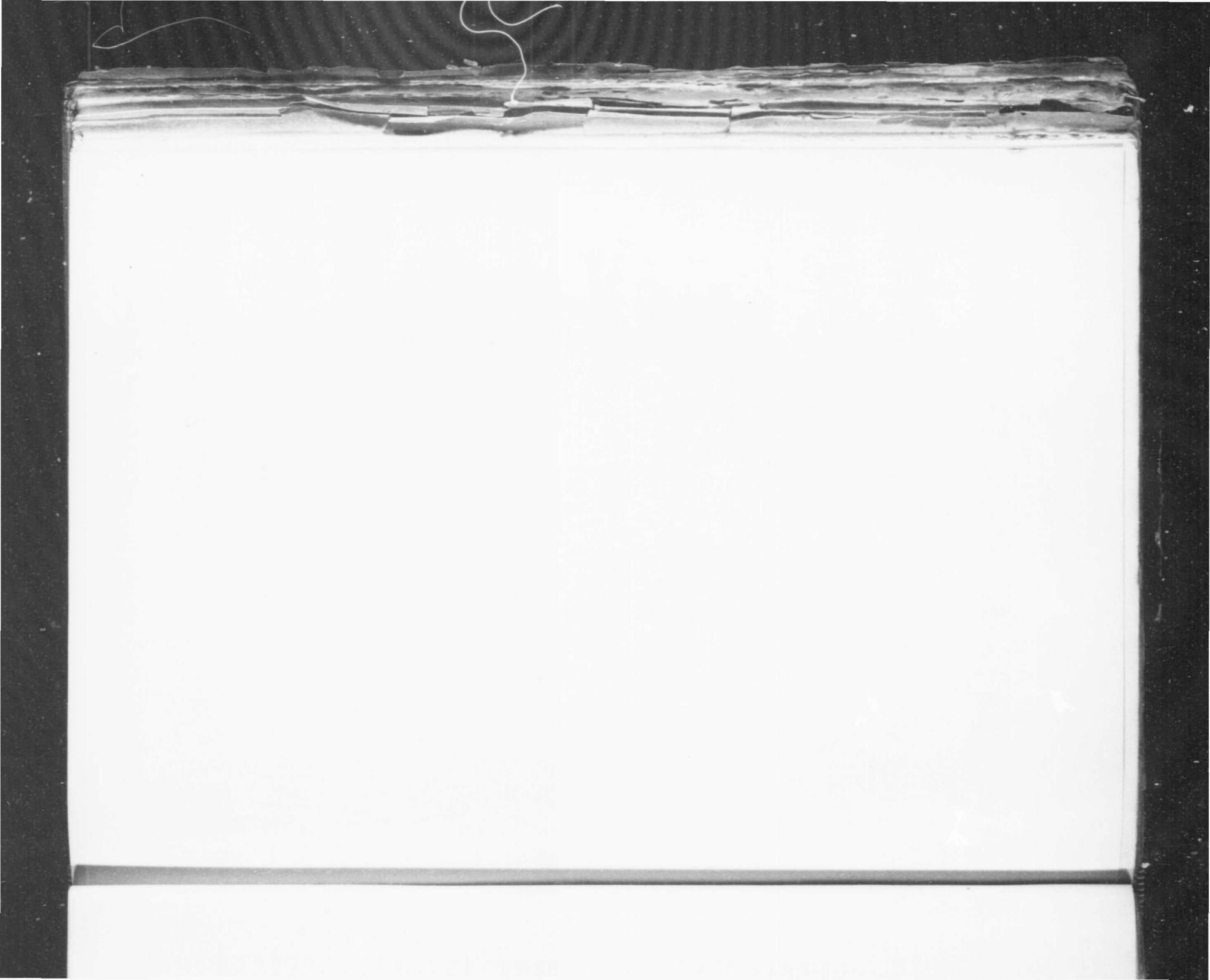
Mr. Bowser obtained his early education in the public schools of his native section and continued his studies in Mount Allison Academy. Subsequently he pursued a two years' course in arts in Dalhousie University at Halifax, Nova Scotia, and then entered the law department of that institution, being graduated therefrom with the

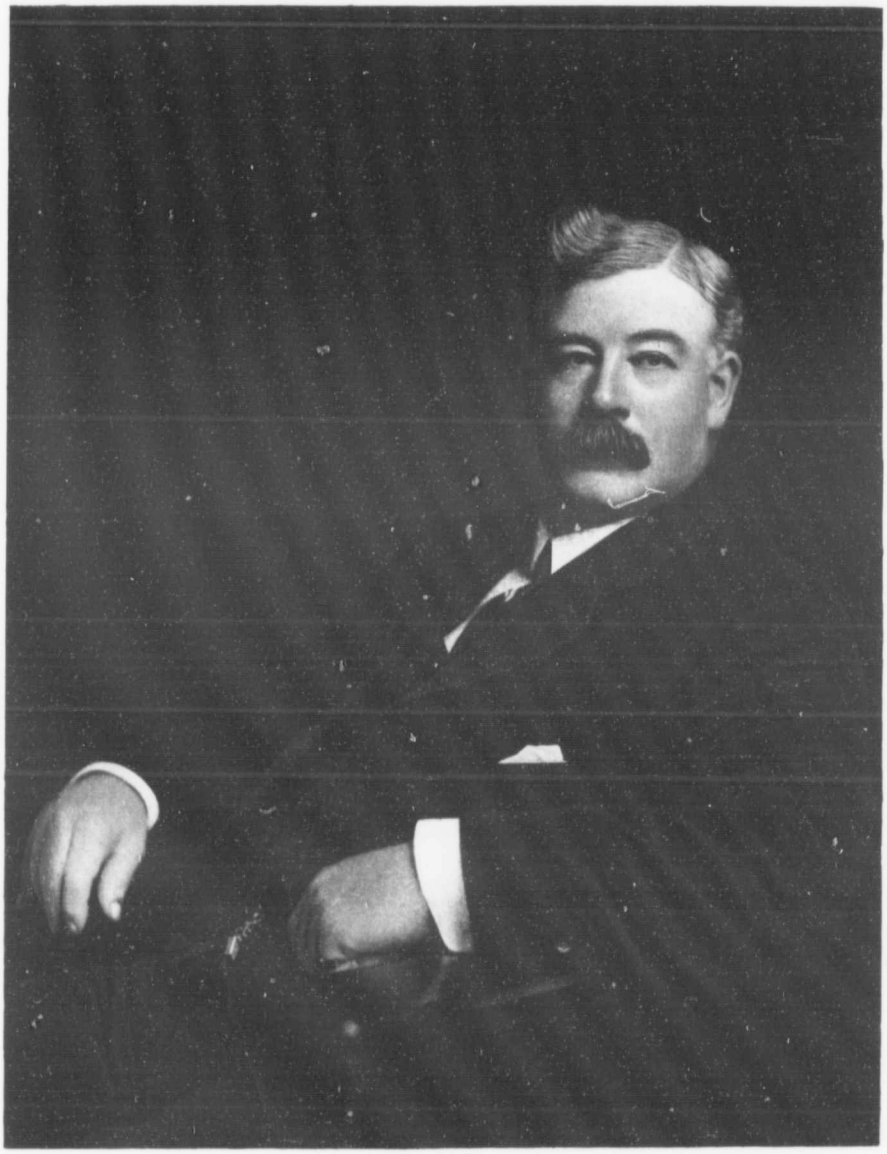
degree of LL. B. in 1890, and being admitted to the bar of New Brunswick. In 1891 he came to Vancouver, British Columbia, and in the same year was admitted to practice, immediately becoming identified with the profession as a member of the firm of Bowser & Lavelle. The concern afterward became known as Bowser, Godfrey & Christie, and subsequently was changed to Bowser, Reid & Walbridge, which style has since been maintained. Mr. Bowser has always taken a special interest in criminal law. While his firm is one of the leading and largest in British Columbia, controlling an extensive general practice, he has been at different times crown prosecutor, and in 1900 was made queen's counsel.

In 1903 he became a member of the provincial legislature from the Vancouver district, and was reelected in 1907, 1909 and 1912. In 1907 he became a member of the government, and was sworn in as attorney-general and also as commissioner of fisheries. During the years 1909 and 1910 he served as minister of finance. In 1910 Mr. and Mrs. Bowser were presented to Their Majesties, the late King Edward VII and Queen Alexandra, and in the following year were presented at the coronation to Their Majesties, King George V and Queen Mary.

In 1896 Mr. Bowser was united in marriage to Miss Lorinda D. Doherty, a native of New Brunswick. On Terrace avenue in Victoria he has recently erected a beautiful home which overlooks the sea and occupies one of the most attractive sites in the city.

Mr. Bowser is a stanch conservative in politics, and in 1896 was candidate from his district for the Dominion parliament. As a lawyer he ranks among the most learned in British Columbia, and as an official of the present government he has received most favorable criticism from both liberals and conservatives. He belongs to the Union Club of Victoria, and the Vancouver Club of Vancouver, while his religious faith is indicated by his adherence to the Presbyterian church. Fraternally he is identified with the Masons, belonging to Mount Hermon Lodge, A. F. & A. M., and Chapter No. 7, R. A. M., having attained the thirty-second degree of the Scottish Rite. He has also held the highest office in the Grand Lodge of British Columbia —that of grand master, being elected to that office in 1904.



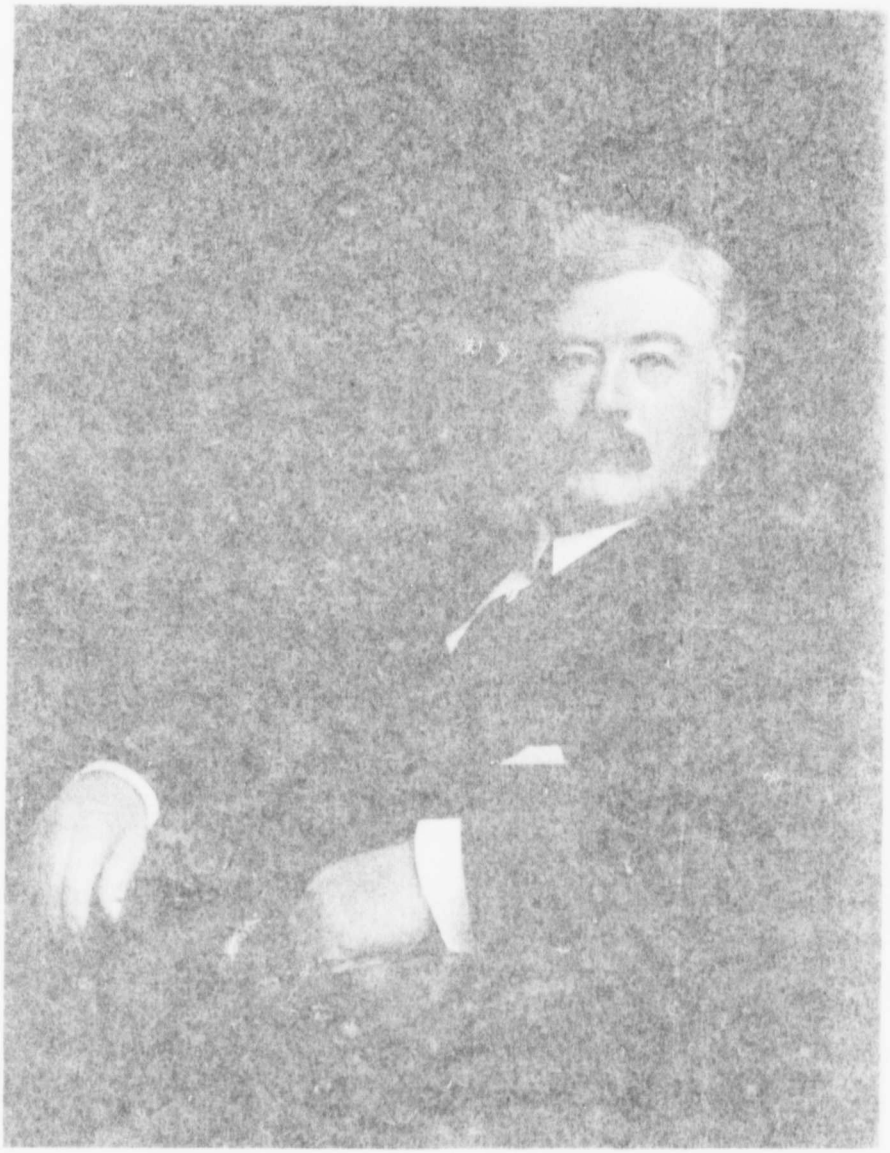


Geo. McFadden

Captain George McSpadden

FEW, if any, residents of Vancouver are better known in the city than Captain George McSpadden, who is not only prominently identified with its growth and development as a successful real-estate dealer, but also as connected with political and military affairs in a prominent and notable way. His record as building inspector and city assessor of Vancouver has never been surpassed with regard to the amount and value of the work accomplished, and his activity along this and other lines has been of incalculable benefit to the community, to the general advancement and development of which he has made many substantial contributions. [illegible] was chairman of the railway and bridges committee when the Granville and Main Street bridges were built, and he was also the leader in establishing the Vancouver Exhibition at Hastings Park. He was born in County Down, near Bryansford, Ireland, November 3, 1865, and is a son of James and Elizabeth (Moore) McSpadden, also natives of the Emerald isle, the former for many years land steward for the Earl Annesley estate at the town of Castlewellan, County Down. Both have passed away.

Captain George McSpadden acquired his education in the public schools of his native county and afterward served an apprenticeship to the carpenter's and joiner's trade [illegible] under Edward McSpadden, who was at that time chief architect and superintendent of works for the Earl of Annesley. After completing his apprenticeship McSpadden came to Canada and [illegible] was connected with the firm of Gall, Anderson & [illegible], with whom he continued for eight years, gaining a [illegible] experience. At the end of that time he removed to [illegible] United States of America, and then after one year returned to [illegible] in the city of Belfast he engaged in the building [illegible] business for seven years. In April, 1900, he again [illegible] and this time settled in Vancouver, British [illegible] partnership with Duncan McDonald he engaged [illegible] building. Six months after his arrival the city [illegible] building inspector



Geo. McFadden

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FEW, if any, residents of Vancouver are better known in the city than Captain George McSpadden, who is not only prominently identified with business interests as a successful real-estate dealer, but also connected with political and military circles in a prominent and notable way. His record as building inspector and city assessor of Vancouver has never been surpassed with regard to the amount and value of the work accomplished, and his activity along this and other lines has been of inestimable worth to the community, to the general advancement and development of which he has made many substantial contributions. Moreover, he was chairman of the railway and bridges committee when the Granville and Main Street bridges were built, and he was also the leader in establishing the Vancouver Exhibition at Hastings Park. He was born in County Down, near Bryansford, Ireland, November 3, 1865, and is a son of James and Elizabeth (Moore) McSpadden, also natives of the Emerald isle, the former for many years land steward for the Lord Ansley estate at the town of Castlewellan, County Down. Both have passed away.

Captain George McSpadden acquired his education in the public schools of his native county and afterward served an apprenticeship to the carpenter's and joiner's trade under his brother, Robert James McSpadden, who was at that time chief architect and superintendent of works for the Earl of Ansley. After completing his term Captain McSpadden came to Canada and located in Toronto, where he became connected with the firm of Gall, Anderson & Company, with whom he continued for eight years, gaining a valuable, practical experience. At the end of that time he removed to Denver, Colorado, United States of America, and then after one year returned to Ireland, where in the city of Belfast he engaged in the building and contracting business for seven years. In April, 1900, he again crossed the Atlantic and this time settled in Vancouver, British Columbia, where in partnership with Duncan McDonald he engaged in contracting and building. Six months after his arrival the city advertised for a building inspector

and out of seventy applications received Captain McSpadden's was accepted and he received the appointment as the first building inspector of the city. His former experience in the contracting and building business proved invaluable to him in this connection, for he had studied building conditions and knew the requirements of any kind of a structure with regard to safety and sanitation. He was appointed to a joint office, his duties including those of city assessor, and in 1900 he took the census for Vancouver unaided, finding the population of the city to be something over twenty-three thousand. In the same year he placed a valuation upon all the buildings in the city and assessed the same, taking also the name of each owner and the tenants' names as well—an exhaustive and detailed work which he accomplished successfully without assistance. Captain McSpadden held the office of building inspector and city assessor of Vancouver for about seven years and made an enviable record, inaugurating during the period many reforms and changes, systematizing methods of operation, adding new departments, accumulating valuable statistics and placing the entire office upon a businesslike and practical basis. His resignation after seven years of signally successful work was received with regret, for it deprived the city of the services of a man who understood his work in principle and detail, who was an organizer and administrator as well as a capable business man and who had given the city the benefit of his talents and powers in a public-spirited and progressive way.

After leaving office Captain McSpadden turned his attention to the real-estate business and he has been active in this field ever since. He first joined Harry T. Devine under the firm name of Devine & McSpadden, the partnership being formed for a period of three years. At the end of this time Captain McSpadden engaged in business for himself, making Grandview the part of the city of his operations. When he first established himself there he found only a few crude shacks east of Campbell avenue, and he immediately began the exploitation of this section, the possibilities of which he saw with a keen business eye. Nine years ago he built his own beautiful residence on Commercial drive and Charles street, this being one of the first attractive homes in Grandview, and he has watched the development of this beautiful locality, his work forming one of the greatest single forces in its growth. He understands the real-estate business and is an excellent judge of land values, and he has in consequence secured a large and representative patronage and conducts a profitable and growing trade. In Vancouver business men respect his success and honor the integrity and upright methods by which it has been attained,

numbering him among the men of marked ability and substantial worth in this community.

In St. Margaret's Anglican church, in Toronto, on the 11th of December, 1890, Captain McSpadden was united in marriage to Miss Minnie McBrien, a daughter of the late Dr. Alfred McBrien, a prominent physician of Newtonville, Ontario. Captain and Mrs. McSpadden have five children: Grover Stanley, Melrose, Mabel, Cecil and Loma, all at home. The Captain is a devout member of the Presbyterian church and has important fraternal relations, being a member of Acacia Lodge, No. 22, A. F. & A. M.; the Royal Arch chapter; and of Vancouver Lodge, No. 10, Independent Order of Odd Fellows. He is a past master of N. Clarke Wallace Lodge, Loyal Order of Orange, and in this organization is also a past county master of Vancouver and past grand lecturer of the most worshipful grand lodge of British North America. He belonged also to the Royal Arcanum in Toronto, but is now affiliated with the Vancouver organization. His political allegiance has always been given to the conservative party and he has taken an active part in public affairs, cooperating heartily in all movements to promote municipal expansion and development. Upon resigning the office of building inspector he was asked by the rate payers of the fourth ward to become a candidate for alderman and he was elected by a large majority. Since that time he has represented this ward in the city council and is now in the fifth year of his able service.

George McSpadden is a graduate of the Toronto Military School, where he studied under Lieutenant Colonel Otter, and he afterward served for several years with the Twelfth Battalion York Rangers in Toronto, of which he was for six years an officer and for a long time captain of Parkdale No. 6 Company. He is Lieutenant Colonel of the Eleventh Regiment of the Irish Fusiliers of Canada. He intends to make it one of the best in Canada and to be Irish in every respect as far as possible. He will devote the greater part of his time to this purpose throughout the year 1914. He is still known to his friends as Captain McSpadden and he has made this name a synonym for the qualities which command success and prominence—steadfastness of purpose, keen insight, well timed progressiveness and unwavering integrity.

J. H. Clark

John Arthur Clark

JOHN ARTHUR CLARK, barrister of Vancouver, has won a position at the bar which many an older practitioner might well envy. He is yet a young man, his birth having occurred June 8, 1886, at Dundas, Ontario. His parents were William and Frances J. Clark, the former for fifty years engaged in the woolen manufacturing business at Dundas. In the public schools of his native city the son pursued his education until he had mastered the branches of learning thereon taught and later entered the University of Toronto, from which he was graduated with the degrees of Bachelor of Arts in 1906 and Bachelor of Law in 1909. He was also graduated from Osgoode Hall, Toronto, in 1909, and began practice as a silent partner in the firm of Meredith & Fisher in London, Ontario. The following year he came to Vancouver and in 1911 entered into partnership with R. S. Lennie under the firm style of Lennie & Clark. Their practice, which is general, is constantly growing in both volume and importance and they already have a large clientele that connects them with much important litigation heard in the courts of this section of the province.

Mr. Clark was a member of the Seventy-second Regiment of Volunteers of Dundas, Ontario, from 1903 until 1910 and was elected as captain in the Seaforth Highlanders since the latter year of that organization. He belongs to the Presbyterian church and is also identified with various social organizations, including the Terminal City Progress, Commercial and Shaughnessy Heights Golf clubs of Vancouver, and the Royal Hamilton Yacht Club of Hamilton, Ontario. He is not only interested in the social features of these organizations, but in their efforts to promote the public welfare and cooperates in various movements that work for the benefit of city and province.

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George E. Graham

George Edgar Graham

GEORGE EDGAR GRAHAM has recently become identified with the Coquitlam Terminal Company, Limited, as general manager, entering upon his duties in this connection after resigning his position as acting assistant general superintendent of the British Columbia division of the Canadian Pacific Railway Company, which numbers among its supporters various parts of the Dominion many successful, able and straightforward men. Among such, none are more worthy of success, more reliable and straightforward in business, more able in the discharge of responsible duties than Mr. Graham, who for a quarter of a century was with the railroad company, being recognized as one of its most valuable representatives. The same qualities which brought him promotion in that connection and wrought for the success of that corporation will prove of equal worth in the development and growth of the business of the Coquitlam Terminal Company, Limited, of which he is now general manager.

Mr. Graham was born in Uxbridge, Ontario, on the 19th of May, 1870, and is a son of Thomas and Violet Graham, the former the descendant of a man well known in Canadian military affairs and the latter of old United Empire Loyalist stock. The public schools of his native town afforded Mr. Graham his early educational opportunities and he was afterward a student in the collegiate institute at Markham, Ontario. In 1888 he laid aside his books and in October of the same year entered the service of the Canadian Pacific Railway as telegraph operator, beginning in this way a connection which has been a source of mutual benefit. He retained his first position until 1890 and was then advanced to that of secretary to the general freight agent in Toronto. For two years he was secretary to the manager of construction of the Crow's Nest branch of the Canadian Pacific, with headquarters at Macleod, Alberta. His record is one of continued and rapid advancement. From secretary to the manager of construction he progressed to the position of superintendent of the Canadian Pacific refrigerator service at Montreal. In 1905 he was promoted to district superintendent at Winnipeg and later at Fort William.

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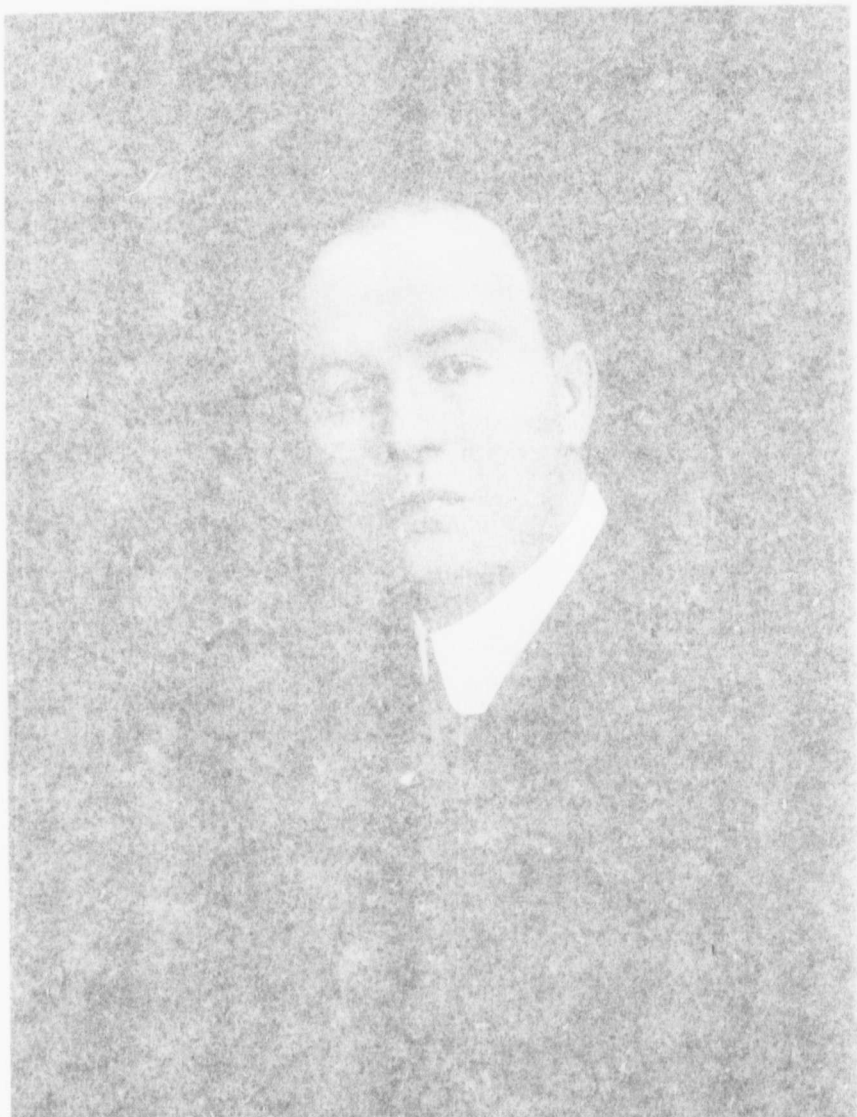
where he remained until the 1st of January, 1910, when he was transferred to Vancouver in the same capacity. This position he retained until May 1, 1913, when he was made acting assistant general superintendent of the British Columbia division of the Canadian Pacific. On September 1, 1913, he resigned from the service of the Canadian Pacific to become general manager of the Coquitlam Terminal Company, Limited, with headquarters in Vancouver. The firm has extensive water frontage and industrial acreage in Port Coquitlam, adjacent to the new Canadian Pacific terminal, where it is proposed to establish manufacturing plants of various kinds. Mr. Graham's long experience in railway circles well qualifies him for such tasks as now engage his attention and his experience as one of the most capable transportation men is of the greatest value to him in his new position.

On the 1st of August, 1895, in Toronto, Ontario, Mr. Graham was united in marriage to Miss Mary Beckett, a daughter of James and Edith Beckett, the former a veteran of the Fenian raid and the latter a representative of old United Empire Loyalist stock. Mr. and Mrs. Graham have one daughter, Helen.

Mr. Graham is conservative in his political beliefs and interested in public affairs, giving his active and hearty cooperation to movements for the general good. He belongs to the Vancouver Commercial and Progress Clubs. He is preeminently a business man, energetic, determined and progressive, and an alert and enterprising spirit has kept him in touch with all that pertains to the line of business in which he is engaged. The success which has come to him is well merited, being the fitting crown of his perseverance and his labors.

Stanley T. Dunlop



Stanley T. Bunlow

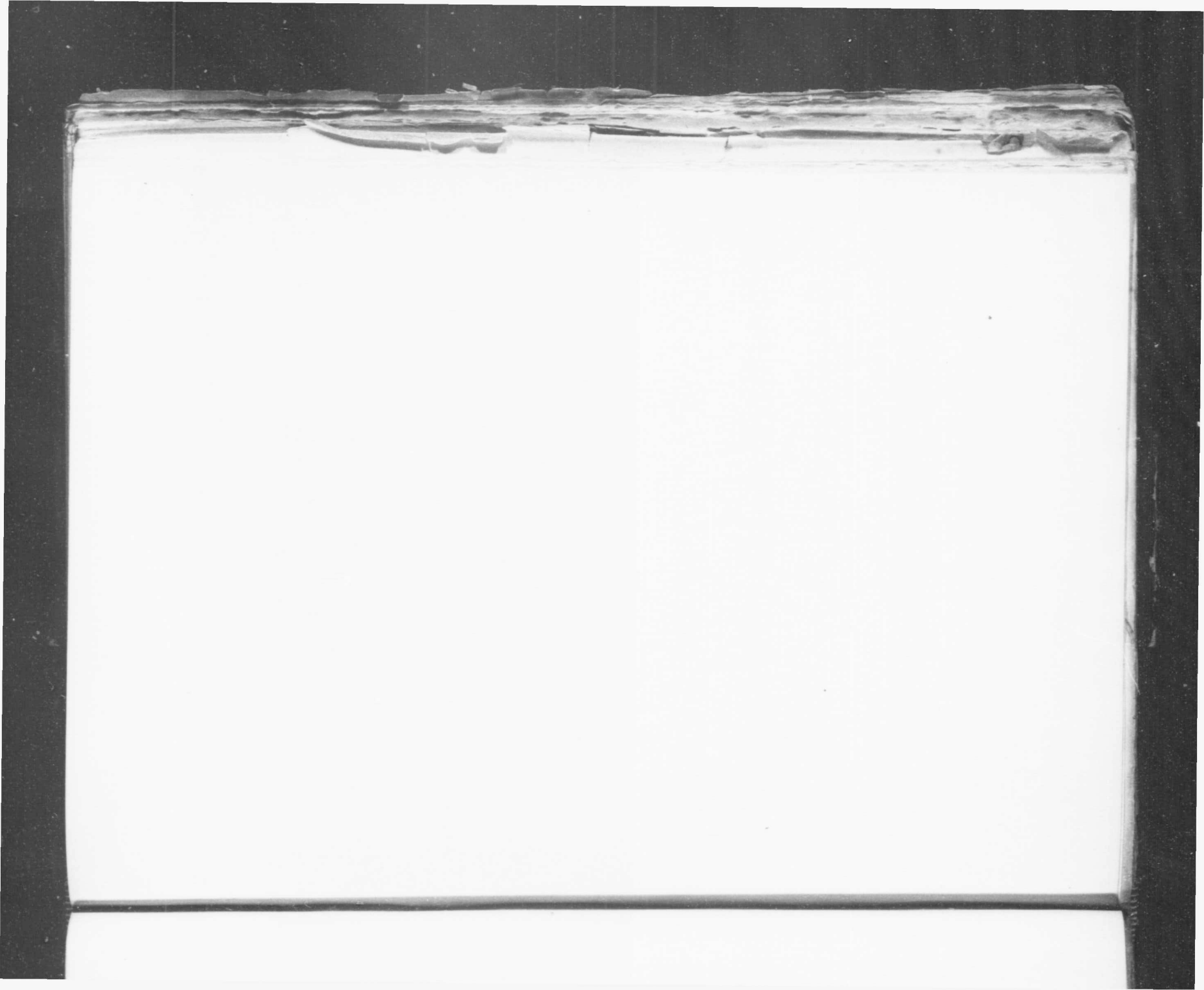
Stanley Paul Dunlevy

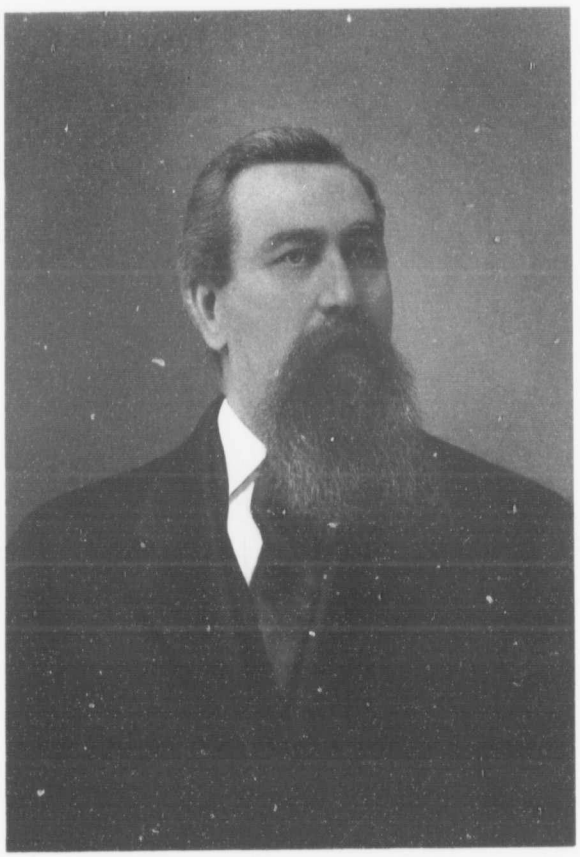
STANLEY PAUL DUNLEVY, capitalist of Vancouver whose business connections have been of large importance to the city, has not only instituted new interests but has also carried forward business undertakings established by his father and in so doing has adapted them to present-day conditions. He is a zealous man, possessed of the undaunted spirit of determination and enterprise characteristic of this section of the country. He was born in Victoria, February 8, 1885, a son of Peter Curran and Jane Elizabeth (Huston) Dunlevy, who were numbered among the earliest of Cariboo pioneers.

After mastering the branches of learning taught in the public schools of Victoria, Stanley Paul Dunlevy continued his education in Gonzaza College at Spokane and later established a general store at Hazelton, British Columbia, where he remained in business for two years. He then sold out and engaged in the timber and mining business, in which he is still active. He was also associated with his father in his mining and trading interests until the latter's death. During recent years Stanley Paul Dunlevy has invested heavily in lands in the Peace River country, which now are rapidly being developed and colonized. He is also the president of the Horsefly River Gold Dredge and Mining Company, which operates in the Horsefly district of the Cariboo. The Horsefly mines have been operating for twenty years and in 1912 the company in charge was reorganized with Mr. Dunlevy as the president and Robert T. Ward, as general manager. Mr. Dunlevy is likewise engaged in the shipping business, being secretary of the Marine Transportation Company, of Vancouver, which owns the steamer Rupert City, a tramp freighter plying between Vancouver, San Francisco and Australia. Mr. Dunlevy has invested largely in stocks and bonds and, like his father, his work has been of incalculable benefit in various ways to the province and the districts in which he has operated. He belongs to those men who have done much to push forward the wheels of progress along industrial and commercial lines and who have ever followed constructive measures, never building their success upon another's failure. He attacks every

problem with a contagious enthusiasm and in his business affairs there is a splendid balance maintained between conservatism and progressiveness.

On the 7th of September, 1909, in Seattle, Washington, Mr. Dunlevy was married to Miss Bertha Elsie Joose, of Kansas City, Missouri. They hold membership in the Catholic church and Mr. Dunlevy is a member of the Progressive Club. A conservative in political belief, he votes with the party but is not an active worker in its ranks. Many activities claim his time and attention and his labors have been of such material worth to the province, that his name is honored as that of a masterful man who does not fear to venture where favoring opportunity leads the way.





Benjamin Douglas

Benjamin Douglas

THE late Benjamin Douglas [illegible] been born near Huntingdon, [illegible] 1829, a son of Benjamin and [illegible] father was an extensive land owner [illegible] and a justice of the peace and served [illegible] as collector for the Post Office [illegible] intimate friend of John Arthur Roebuck, afterwards [illegible] Sheffield.

Benjamin Douglas obtained his education [illegible] of the place of his nativity and left home at the age of 19 [illegible] start on an independent career. He first made his way to Rochester, New York, and in 1862 to California, coming to British Columbia the same year during the gold excitement, and engaging in mining on the Cariboo. A few years later he opened a harness and saddlery business in Yale which was one of the largest enterprises of its kind in the interior and which he afterwards moved to New Westminster. While a resident of Yale he held the office of [illegible] and also served as justice of the peace.

It was in the year 1884 that he [illegible] New Westminster and he remained there until the time of his death. [illegible] there he acquired much property, [illegible] and Vancouver and [illegible] built, in partnership with Messrs. [illegible] time in New Westminster. Mr. Douglas' [illegible] destroyed in the fire which practically wiped [illegible] September 10, 1898.

Mr. Douglas was the moving spirit and [illegible] projectors of the scheme for the running of [illegible] Westminster, and between Vancouver and [illegible] his associates, Henry V. Edmonds, [illegible] Intosh and David Oppenheimer, built [illegible] Westminster. This was the New [illegible] Light Company, of which Mr. Douglas [illegible] was operated under the name of the [illegible] way Company, Limited, of which [illegible] president.

Benjamin Douglas

Benjamin Douglas

THE late Benjamin Douglas was a Canadian, having been born near Huntingdon, Quebec, on May 6, 1839, a son of Benjamin and Ellen Douglas. The father was an extensive land owner, agriculturalist and a justice of the peace and served for many years as collector for the Port St. Francis, and was an intimate friend of John Arthur Roebuck, afterwards member for Sheffield.

Benjamin Douglas obtained his education at the public schools of the place of his nativity and left home at the age of twelve years to start on an independent career. He first made his way to Kingston, New York, and in 1862 to California, coming to British Columbia in the same year during the gold excitement, and engaging in mining in the Cariboo. A few years later he opened a harness and saddlery business in Yale which was one of the largest enterprises of its kind in the interior and which he afterwards moved to New Westminster. While a resident of Yale he held the office of postmaster and also served as justice of the peace.

It was in the year 1884 that he settled in New Westminster and he remained there until the time of his death. During the time spent there he acquired much property in and around New Westminster and Vancouver and accumulated extensive mining interests. He built, in partnership with Henry Elliott, the largest building at that time in New Westminster, the Douglas-Elliott block, which was destroyed in the fire which practically wiped out the entire city on September 10, 1898.

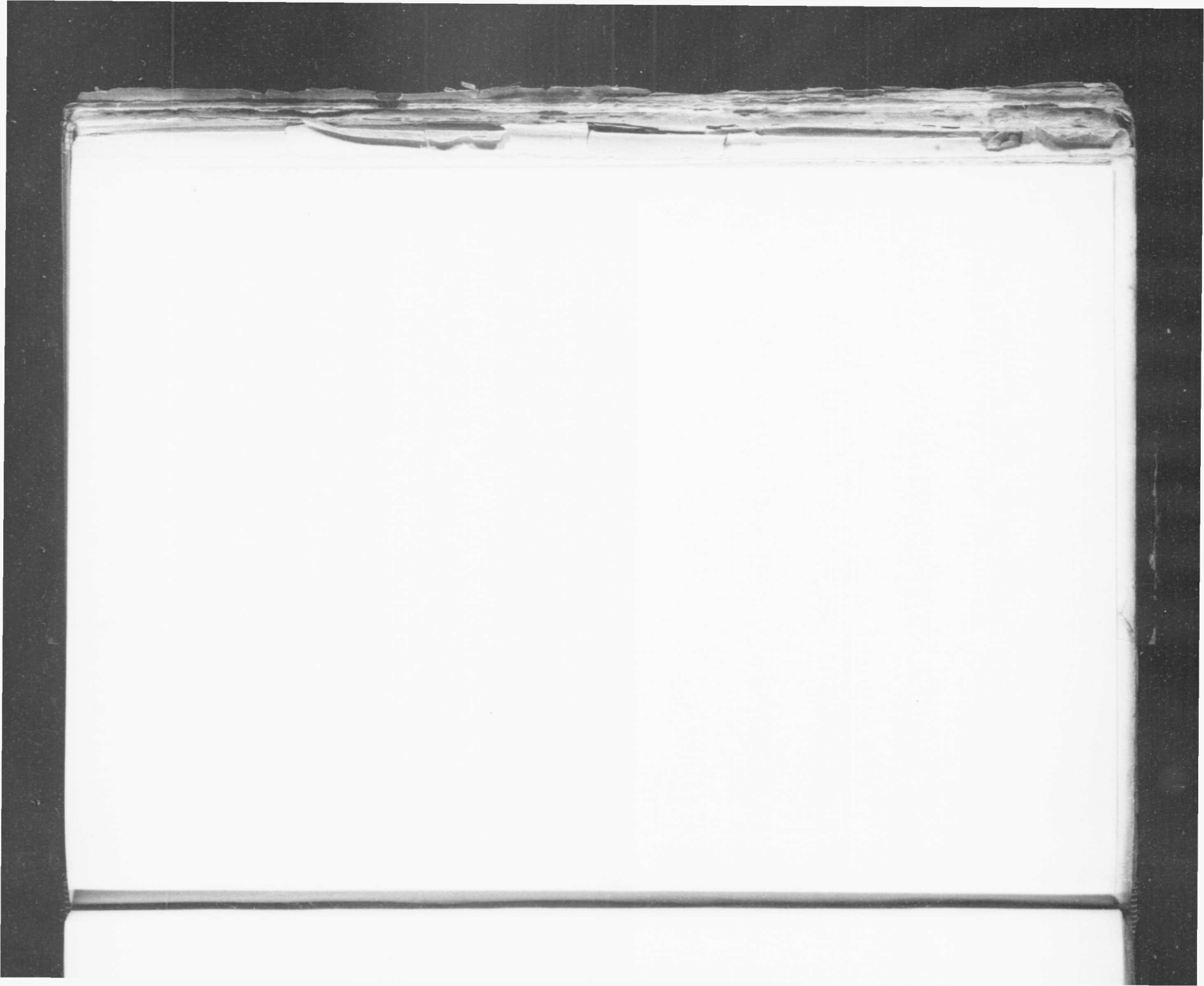
Mr. Douglas was the moving spirit and one of the original promoters of the scheme for the running of an electric railway in New Westminster, and between Vancouver and his adopted city, and with his associates, Henry V. Edmonds, John Webster, Samuel MacIntosh and David Oppenheimer, built the tram line operating in New Westminster. This was the New Westminster Electric Railway and Light Company, of which Mr. Douglas was president. Later the line was operated under the name of the Westminster & Vancouver Tramway Company, Limited, of which Mr. Oppenheimer was president

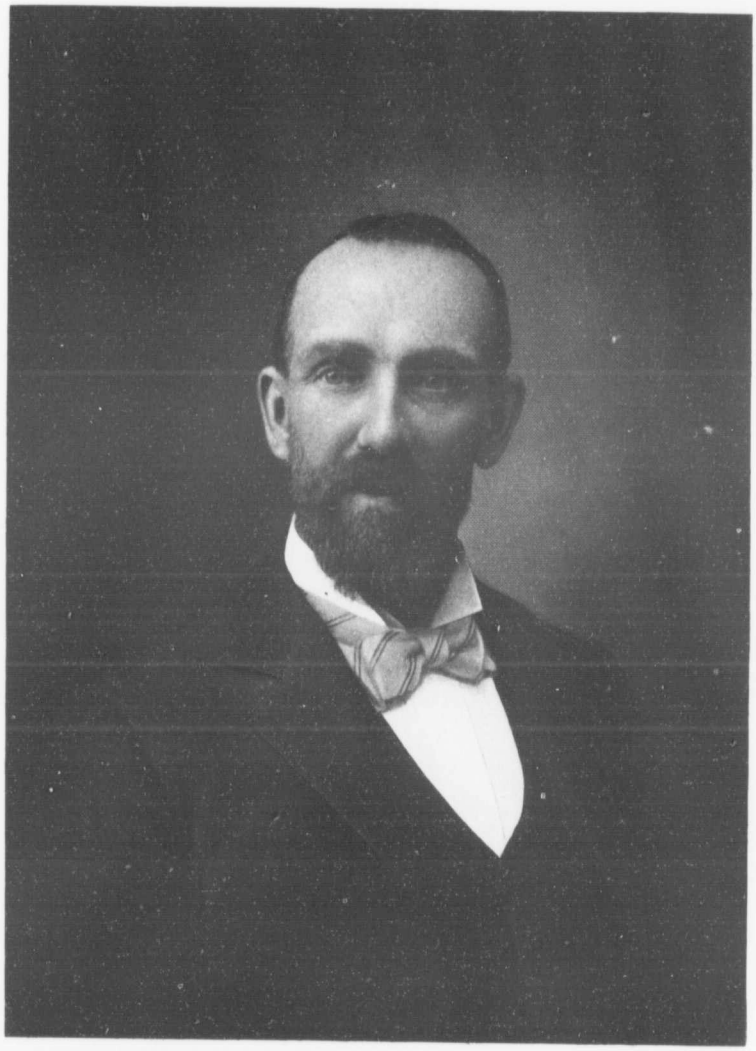
and Mr. Douglas vice president. They, however, lost control of the line in a financial panic and it was taken over and operated by the British Columbia Electric Railway. Mr. Douglas was also president of the Westminster and Southern Railway Company.

In politics Mr. Douglas was a conservative and during the years of 1885 and 1886 served as a member of the New Westminster city council. He was never very active in politics and refused a nomination as a representative in the Dominion house. He belonged to the Presbyterian church and his fraternal connections were with the Masons, in which order he obtained the honorary or thirty-third degree. He was a life member of Union Lodge, No. 899, E. R., F. & A. M., of New Westminster; a member of the Supreme Council of Ancient and Accepted Scottish Rite of Freemasonry, the thirty-third and last degree; and a member of the Vancouver Lodge of Perfection, A. and A. S. R.

On September 27, 1871, Mr. Douglas married Miss Julia Insley, the youngest daughter of Captain John and Sarah Insley, both of the latter being deceased. Mr. and Mrs. Douglas became the parents of the following children: Ella May, the deceased wife of T. J. Lewis, of New Westminster; Edith Louise, the wife of R. S. Lennie, of Vancouver; Ethel Estelle, the wife of R. H. Zavitz, of Toronto; John Arthur, Richard Deighton and Elspeth Moore, all of Vancouver. Since the death of the father, the family has resided in Vancouver, their home being at No. 795 Thurlow street.

Mr. Douglas passed away at his home in New Westminster on the 25th of February, 1900, having been identified with the growth and development of this province for nearly forty years. His record forms an integral part of the early history of British Columbia and his life was such that his memory is still cherished by all who knew him.





H. A. Bell

Henry Allyedice

HENRY ALLYEDICE [illegible]
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before the opposition, the [illegible]
culties which continually confront [illegible]
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ing people and [illegible]
was always active in municipal affairs.

The son was educated in the public and high schools [illegible]
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Company of Pittsburg, Pennsylvania, having charge [illegible]
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mines. He continued in that connection for [illegible]
removed to Wheatland in 1876. [illegible]
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which he returned to Wheatland [illegible]
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more important business blocks. [illegible]
ist church on Main street, making [illegible]

In the spring of 1883 Mr. Bell [illegible]
mountains with his blankets upon [illegible]
along the trail at night. The journey [illegible]
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was gone and he found himself [illegible]
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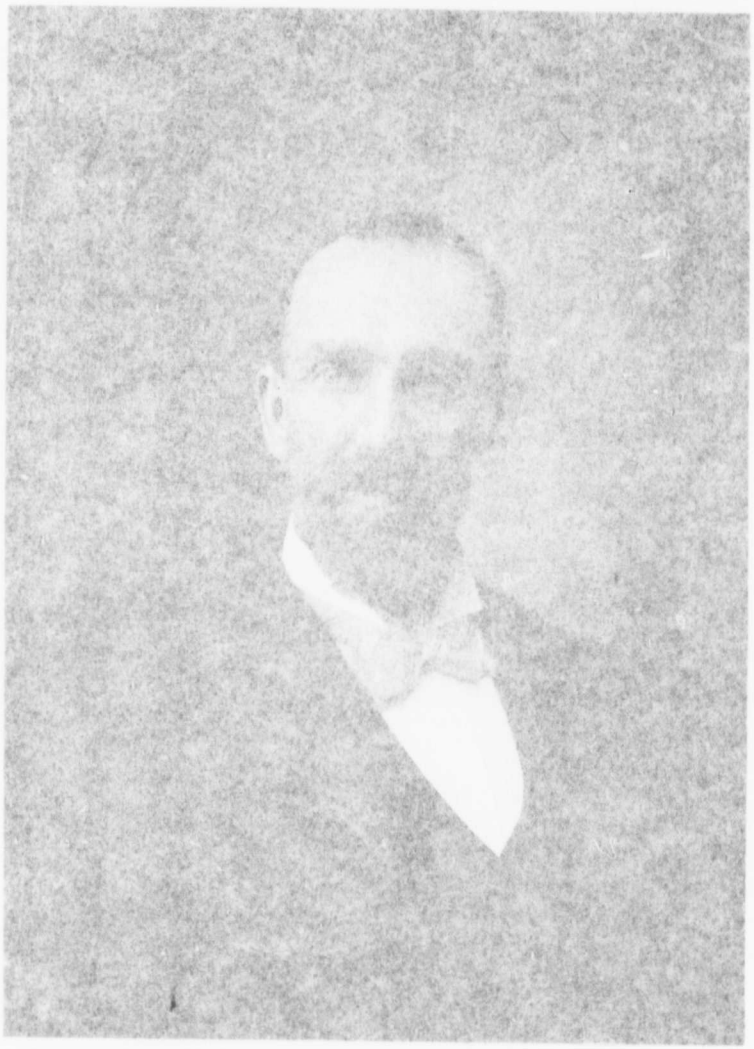


H. A. Bell

Henry Allyrdice Bell

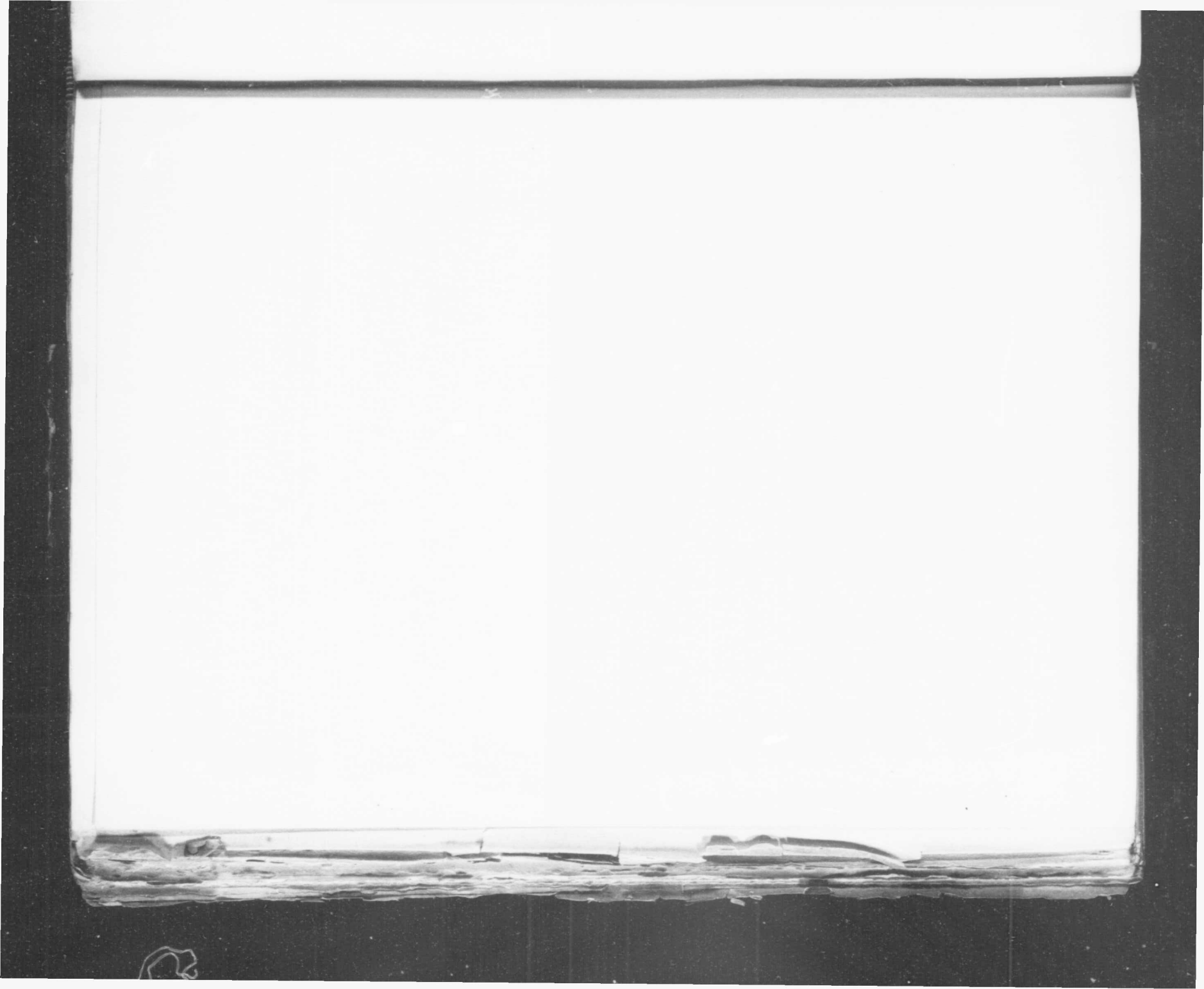
HENRY ALLYRDICE BELL, now living retired, is a man of courageous spirit and resolute purpose—not the courage which manifests itself in spectacular ways but that which firmly and unflinchingly meets the daily duties of life and does not retreat before the opposition, the competition and the difficulties which continually confront one in a business career. He passed through the era of the Vancouver fire and lost everything, but undiscouraged even by this disaster, he set to work to retrieve his lost possessions and came in time to rank with the prosperous residents of the city. He was born in Northumberland county, Ontario, on the 8th of March, 1840, and is a son of John and Maria Bell, who were farming people and came from Ireland to Canada about 1837. The father was always active in municipal affairs.

The son was educated in the public and high schools of Campbellford, Ontario, and later entered the employ of the Sonberger Mining Company of Pittsburg, Pennsylvania, having charge of the machinery department with active administration over the machinery at the mines. He continued in that connection for eight years and then removed to Winnipeg in 1876. The following year he went to the Black Hills of North Dakota, where he remained for a year, after which he returned to Winnipeg, where he engaged as a building contractor, until removing to Vancouver. Among the buildings erected by him is the opera house on Notre Dame street and also some of the more important business blocks. He also remodeled the old Methodist church on Main street, making it into a block of stores.

In the spring of 1885 Mr. Bell came to Vancouver, crossing the mountains with his blankets upon his back and often sleeping out along the trail at night. The journey was a long and arduous one, but after arriving at his destination he again started in as a general builder. He had several places in the course of construction when the fire of 1886 wiped out everything, so that he lost not only building materials and his time, but also the wages of his men. Everything was gone and he found himself with big bills for material which he had used in the erection of buildings that were not completed when

the fire occurred. His tools were destroyed and in fact all that he had left was the clothing which he wore. He faced the situation courageously and with determination, starting anew. He first built the Dun-Miller block on Cordova street which was the first block built after the fire. He also erected the old high school, the Commercial Hotel, the Fairfield and McKinnon blocks and many fine residences. He next built the stations along the line of the Canadian Pacific and was constantly busied with his building operations until, satisfied with the success which had attended his labors and his investments, he retired. His holdings are important and remunerative, extending over the greater part of the province.

On the 28th of January, 1909, Mr. Bell was united in marriage to Mrs. Allison Myers, a daughter of William and Christina Turnbull. They are members of the Methodist church, in which they take a very active part, Mr. Bell being trustee and steward, and treasurer of both the boards of trustees and stewards. He is also a trustee of Mount Hermon Lodge No. 7, the oldest lodge of the city and is a past master. In Masonry he has attained high rank, taking all the degrees up to and including the thirty-second in the Scottish Rite. In politics he is a liberal and in 1908 he filled the office of councilor in South Vancouver. His home is situated in the center of a beautiful tract of nine acres which he purchased nine years ago. It was then all covered with brush and heavy timber but he has transformed it until he has beautiful grounds surrounding a modern and attractive home. Gardening is one of his delights and he finds great pleasure in improving his place, which is adorned with many beautiful trees, shrubs and flowering plants bordering a well kept lawn. He greatly enjoys motoring and travel and now has leisure to indulge in those activities which are a matter of interest, pleasure and recreation to him. He is numbered among Vancouver's pioneer residents, having made his home in the city from its villagehood days, and his efforts have been an element in its substantial progress.



Wm Sloan

William Sloan

ONE of the interesting personalities of British Columbia and a man of marked and forceful individuality is William Sloan, ex-member of the Dominion parliament for Comox-Atlin and one of the leaders of the liberal party in British Columbia. He was born at Wingham, Ontario, on the 10th of September, 1867, and is a son of Dr. R. J. and Elizabeth (McMichael) Sloan, both of Scotch descent.

The early life of William Sloan was passed in his native province, his education being acquired in the public schools and collegiate institute at Seaforth, Ontario. Upon terminating his student days he went to Shanghai, China, to join his father, who had been a resident there for some years previous and who was at the time one of the prominent physicians of that city. In 1887 he returned to Canada, settling in British Columbia where he has since made his home, having resided at various times in Victoria, Vancouver and Nanaimo, his present abode. He has many interesting recollections of the years, 1887, 1888 and 1889 which were spent in Vancouver, and he has watched with pride that city stretching out to eventually become, in his opinion, the prettier city of the Dominion. In 1890 Mr. Sloan engaged in mercantile business at Nanaimo under the firm name of Sloan & Scott, which partnership was maintained for five years.

Favored with a robust constitution and imbued with a spirit for adventure, he with three associates started in January, 1896, for the Yukon, having been attracted by the vast and then comparatively unknown wilderness of the last great west. The usual hardships and privations were encountered and overcome, and after a fruitless summer spent prospecting on the head waters of the Stewart river the party then decided to try their fortunes on the lower Yukon and were luckily among the first to secure claims in the new Klondyke region, Mr. Sloan staking No. 15 on Eldorado creek, which was one of the banner claims. Mr. Sloan and his partners set to work early and I have the distinction of getting the first shaft to bed rock on Eldorado creek and striking "pay" rock beyond pick and shovel flight of imagination. After mining two seasons in that part of the Yukon

Wm Howe

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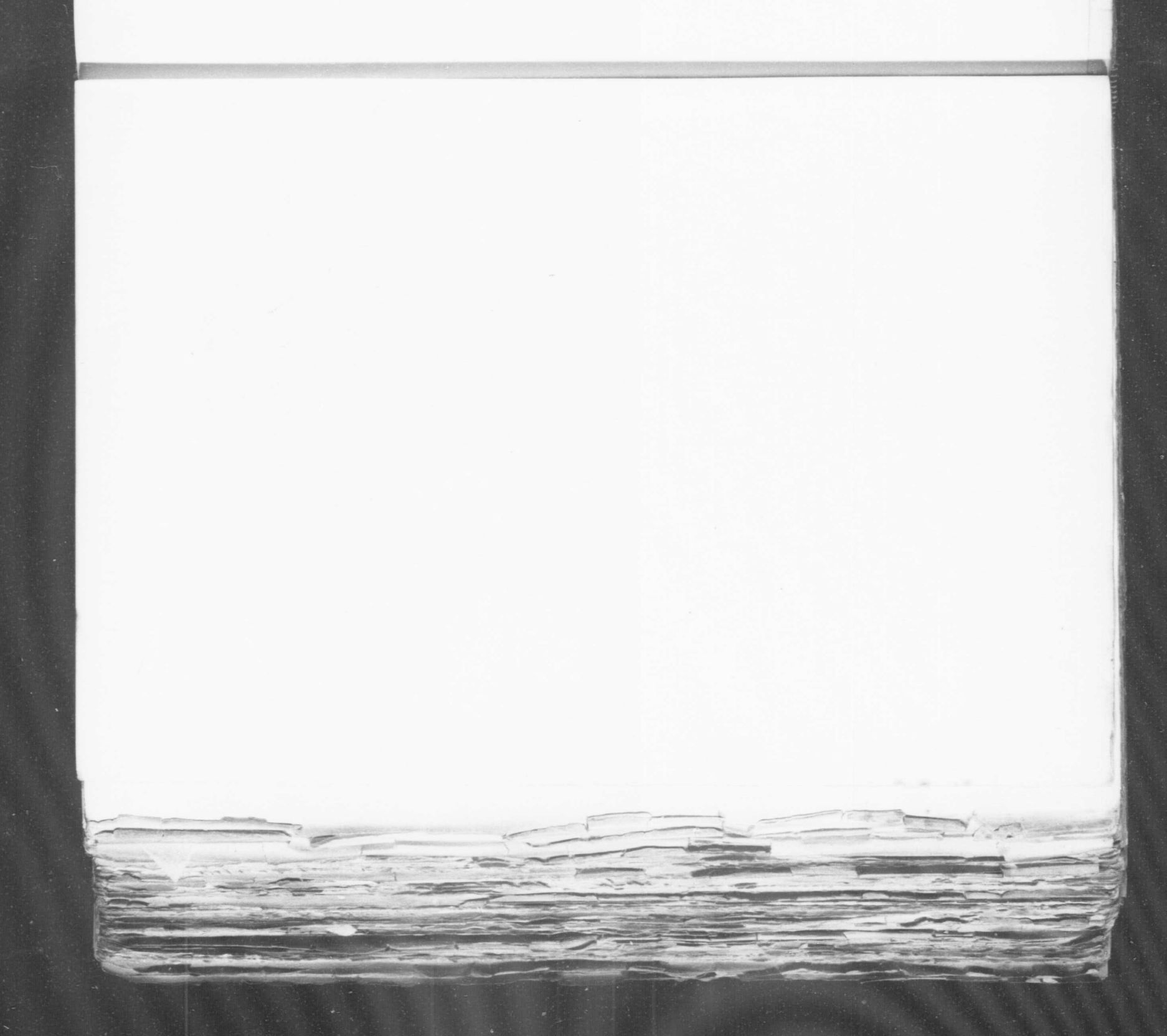
and returned to Nanaimo where he has erected a beautiful home (Eldo Villa) amidst spacious grounds. When he can be induced to talk of his Yukon experiences in the days prior to the rush of 1898 you fully realize what he means by the expression that "the North has been good and kind to him."

Two years later in the general election of 1900 he entered public life as a candidate for parliament on the liberal ticket for Vancouver island, but was defeated. In the elections of 1904 he was a candidate for the district of Comox-Atlin and was elected by acclamation. In the election of 1908 he was again a candidate for Comox-Atlin and again elected by acclamation, a splendid tribute to his untiring zeal for his district. In the elections of 1908 Hon. William Templeman, Minister of Mines and Inland Revenue in the Laurier administration, was defeated by a narrow margin in the city of Victoria. Mr. Sloan at the request of Sir Wilfred Laurier, who was desirous of retaining the service of the Hon. Mr. Templeman as a member of his cabinet resigned his seat in January, 1909, and in the resultant by-election Mr. Templeman was elected. In the elections of 1911 owing to repeated and urgent effort of many of the influential members of his party to again enter the field, he issued the most emphatic statement that he had no desire to continue in public life and positively was not a candidate for reelection. As member of Comox-Atlin, a district embracing the major portion of the coast line of British Columbia, he was successful in securing much needed aids to navigation, including hydrographic surveys; extension and improvement of the postal and telegraphic service; more consideration for the salmon fisheries, and many other matters equally important in the public interest. He received many congratulations from political friends and foes on a speech dealing with the value of the deep-sea fisheries of the coast of British Columbia and their contrary invasion to treaty rights and depletion by the United States fishermen. This speech was publicly commented upon by the then secretary of state for the United States, Hon. Elihu Root. Mr. Sloan's comments on the Oriental question were made the subject of editorial reference by the London (England) daily papers, his attitude being that "Canada should control her immigration from within and not be dictated to from without." He also delivered an extensive resume on the fur seal industry and pointed out that a close season for a term of years was necessary to save the fur seals from extinction, urging, that Canada receive a bounty on seals taken at the rookeries, and the compensation of the Canadian Pelagic sealers, a policy which is now being recognized by the nations interested.

Mr. Sloan was married in 1891, to Miss Flora McGregor Glaholm and to them has been born one son, Gordon McGregor, who is at present a student at Langara, Vancouver. Mrs. Sloan is truly a native daughter, having been born in Nanaimo, her mother claiming the distinction of being the first white girl born in that city. Mrs. Sloan's grandparents (the late John McGregor and wife) came from Scotland to British Columbia in the chartered sailing vessel, Harpooner, landing at Victoria in June, 1849, during the regime of the Hudson's Bay Company and were members of a small party of miners from Scotland under agreement with that company to develop the coal prospects at Fort Rupert and other points.

Mr. Sloan is an ex-president of the Nanaimo Caledonian Society and is prominently identified with Masonic circles, having been initiated in Cascade Lodge, Vancouver, at the age of twenty-one by past grand master William Downie. He was for some years liberal organizer for Vancouver island and treasurer for the British Columbia Liberal Association but resigned these offices on his election for Comox-Atlin. Mr. Sloan finds his chief recreation in fishing and hunting, in both of which he excels and has traveled extensively in the wilds of Canada from the Atlantic to the Pacific in pursuit of these pastimes, and his home in Nanaimo contains many interesting trophies of his hunting experiences. He is a member of the Rideau Club of Ottawa, the Union Club of Victoria and the Terminal City Club of Vancouver. For a still comparatively young man his has been a most interesting and varied career as it has embraced the many experiences of the pioneer, prospector, politician, and has resulted in the development of a character and personality unusually interesting.



Wm Macleay

Ewen Wainwright

EWEN WAINWRIGHT

E.M. Macleay

Ewen Wainwright MacLean

EWEN WAINWRIGHT MACLEAN, one of the most prominent capitalists in Vancouver and on the Pacific coast of Canada, has been engaged in the real-estate, loan, investment and insurance business for about two decades and is an active factor in the control and management of various enterprises. His birth occurred at Nagasaki, Japan, on the 17th of September, 1863, his parents being Hugh Alexander and Sarah (MacMillan) MacLean, the former a native of Scotland and the latter of Charlottetown, Prince Edward Island, also of Scotch descent. They were married in Prince Edward Island and subsequently went to Japan, where Hugh A. MacLean acted as superintendent of the lighthouse service for several years. His demise occurred there in 1875, while his wife passed away in San Francisco in 1892.

Ewen W. MacLean obtained his early education by private instruction and subsequently entered St. Paul's College of Hong Kong, from which institution he was graduated in 1876. Having been reared and educated in China, he spoke Chinese fluently and on several occasions after coming to this country acted as interpreter. Following his graduation he went to San Francisco and in that city made his home for ten years or until 1886, when he came to Victoria, British Columbia. Here he engaged in fur sealing, which at that time was a very popular and profitable field of activity. The business was stopped, however, by an act of the legislature late in the '80s. In 1890 Mr. MacLean took up his abode in Vancouver and embarked in the coal business. Two or three years later he disposed of his interests in that connection and became identified with the real-estate, loan, investment and insurance business, in which he has remained continuously and successfully since. In association with J. W. Weart he organized the Investors Guarantee Corporation, Limited, of which he acts as vice president and which is erecting the new fifteen-story Weart building at the corner of Hastings and Richard streets. When completed it is intended that this building shall be the most complete and modern in finish and equipment of any in Vancouver and probably in Canada. Mr. MacLean is president of the A. J. Burton Saw Company, which

was organized in 1905, acts as a director of the Pacific Marine Insurance Company and in 1910 was one of the organizers of the Hendry Land Company, Limited. He is also chairman of the Riverside Land Company, Limited, which owes its inception in 1909 largely to his influence. In 1908 he became interested in the Southeast Kootenay Railway, now serving as vice president of the road. As a director he is identified with the Western Pacific Development Company, Limited, the Dominion Trust Company, Limited, and acts likewise as vice president of the Exchange Building, Limited. He was one of the provisional directors and assisted materially in planning the second Narrows bridge under the supervision of the Burrard Inlet Tunnel & Bridge Company. The undertaking has been turned over to the various municipalities on Burrard Inlet and will be carried out under their jurisdiction. While Mr. MacLean found in Vancouver the opportunities for advancing his personal interests and has attained notable success, his life work, in its reflex action, has been of inestimable value to the city. He belongs to that class of financiers who have placed the city upon a strong and broad financial basis, and while he has sought in all of his business affairs that success which has its root in progress, his efforts have never been characterized by injudicious speculation but have rather manifested conservation of time and energies without sacrifice of results to be attained.

In 1889, in Oakland, California, Mr. MacLean was united in marriage to Miss Ella M. Wilson Julien, a native of San Francisco, by whom he has four children, Ewen W., Jr., Aileen Alexandra, Ruth and Victor Alexander. Politically he is a supporter of the liberal party and now a member of the executive of that body. He is a life member of the Vancouver Exhibition Association and a shareholder in the Vancouver Horse Show, having been interested in the latter since its inception. His membership relations also extend to the Terminal City and Royal Vancouver Yacht Clubs. His life has reached out in a constantly broadening field of activity and usefulness and figures strongly as one of serviceableness in many directions. With a nature that could not be content with mediocrity, his laudable ambition has prompted him to put forth untiring and practical effort until he has long since left the ranks of the many and stands among the successful few.

F. C. Tingley

Frederick Chipman Tingley

THROUGHOUT the entire course of his active life, which began when he was nineteen years of age, Frederick Chipman Tingley has been in some way connected with the transfer business and today as managing director of the Vancouver Transfer Company occupies a position of prominence and importance in this line. A spirit of initiative and enterprise actuates him in all that he does and combines with his unquestioned business probity to make him one of the most respected and highly esteemed men in the community where he now makes his home. He is one of British Columbia's native sons, his birth having occurred in Yale, April 22, 1873, his parents being Stephen and Elizabeth (Harper) Tingley, the father now of Ashcroft, British Columbia, of whom more extended mention is made elsewhere in this work.

Frederick C. Tingley was still a child when his mother died and the early years of his life were spent in the home of relatives in New Brunswick. He acquired his education in the public schools of Sackville, that province, and was afterward a student for two years in Mount Allison College. At the age of nineteen he returned to Vancouver and entered his father's employ, his first work being the driving of a stage in the Cariboo district between Ashcroft and Cariboo. After continuing in this line of work for about nine years he came in 1899 to Vancouver and bought an interest in the Vancouver Transfer Company, of which he is now managing director. This is one of the largest concerns of its character in the city and it controls an important and growing trade, much of the success of the enterprise being due to Mr. Tingley's able management and excellent business ability. A general transfer business is carried on, a specialty being made, however, of providing accommodations for tourist parties, for wedding parties and funerals, and the entire enterprise is conducted on modern and superior lines. The Vancouver Transfer Company has baggagemen on all of the trains and boats coming into Vancouver and a practically perfect system has been developed through the years. The concern is one of the oldest in the city and occupied one of the first business houses in Vancouver. In 1911 Mr. Tingley and his brother,

Clarence Harper, built the five-story building, sixty-two and a half by one hundred and twenty-eight feet, at No. 844 Cambie street, which is used for their transfer business and office and storage purposes. They also have a building at the corner of Hamilton and Helmcken streets, one hundred and fifty by one hundred and ten feet and four stories high, which is used for the stables and garage accommodations. One hundred and seventy horses and several automobiles are used in the business. which is the largest of its kind in the province. They are principally engaged in the transportation of passengers and transfer of baggage. In addition to his work along this line Mr. Tingley is a director of the Vancouver Horse Show Association and is an annual exhibitor. In 1913 he entered horses in seven classes and took ribbons in all but one, receiving three first and three second prizes, and one third and one fourth prize. He is a member of the Rotary Club and a director in the Vancouver Commercial Club and actively interested in any movement to promote the city's business activity or to advance its material prosperity.

At Vancouver, on July 15, 1902, Mr. Tingley was united in marriage to Miss Sarah Nevin, a native of Scotland, and they have three children, Jeanet Elizabeth, Henrietta Frances and Myrtle Nevin. Mr. Tingley is connected with Mount Hermon Lodge, No. 7, A. F & A. M., and is a conservative in his political views. He is not active politically. Business men respect him for his integrity, his ability and his success, while in social circles his many fine qualities and genuine personal worth have won him widespread respect and esteem.

J. G. Medill

Rev. James Cross

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cipal Presbyterian churches
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ment in fraternal circles and
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was born in Wellington county, Ontario,
quired his education at the common schools
high school of Orangeville, that province,
Toronto. Before his graduation he was
(Ont.) presbytery and in 1884
In 1885 he established Presbyterian
view and rebuilt the church at
transferred to the Orangeville
1890, when he was again transferred
the Toronto presbytery, taking
and in that year he built the
afterward his congregation
and extended a call to Mr. Mair
ordained and inducted in 1890.
Knox College, Toronto. Two
fraxa and Belwood, Ontario,
which he was called to Sarnia.
Toronto, and remained pastor
to the Presbyterian church and
presbytery. He was stationed
years, during which time he
five Sunday schools and
regularly received by the
in Vancouver and was called to

J. C. Madill

Rev. James Cross Madill

A MAN who unites unusual executive and administrative ability with religious zeal of a high order with the result that he has become a great constructive force in the spread of Presbyterian doctrines in the Dominion of Canada is Rev. James Cross Madill, since 1909 pastor of Cedar Cottage church in Vancouver and known as the founder and organizer of some of the principal Presbyterian churches in western Canada. He has been active in the missionary field, is a zealous temperance worker and prominent in fraternal circles and he holds a place of distinction in Vancouver, where he leads many movements of reform and progress. He was born in Wellington county, Ontario, August 26, 1853, and acquired his education in the common schools of Peel township and the high school of Orangeville, that province, and at Knox College, Toronto. Before his graduation he was catechist at the Saugeen (Ont.) presbytery and in 1884 took up his work at Markdale, Ontario. In 1885 he established Presbyterian churches at Corbetton and Riverview and rebuilt the church at Gandier. In the following year he was transferred to the Orangeville presbytery, continuing there until 1890, when he was again transferred. This time he was transferred to the Toronto presbytery, taking charge of the Dufferin Street mission, and in that year he built the church at Fairbank, Ontario. Soon afterward his congregation in Toronto became Congregationalists and extended a call to Mr. Madill, who accepted it and was examined, ordained and inducted in 1890, immediately after his graduation from Knox College, Toronto. Two years later he received a call to Garafraxa and Belwood, Ontario, where he remained a short time, after which he was called to Sarnia. In 1894 he was called to Hope church, Toronto, and remained pastor until 1898. In that year he returned to the Presbyterian church and took up mission work in the Winnipeg presbytery. He was stationed at Little Briton, Manitoba, for four years, during which time he built four churches and a manse, organized five Sunday schools and did other important work. In 1902 he was regularly received by the Presbyterian general assembly at its meeting in Vancouver and was called to Balmoral, Manitoba, in the Winnipeg

presbytery. He continued there for three years, after which he resigned in order to take up mission work in Saskatchewan. There he did important extension work, organizing congregations at Maymont, Fielding and Ruddell and building three churches in that field. His zeal and ability carried him rapidly forward into important relations with religious life and besides other work of great importance he took an active part against the autonomy bill in 1905. In the fall of 1908 Rev. Madill came to Vancouver, British Columbia, where for four months he occupied the pulpit at Knox church. At the end of that time he received a call to the Cedar Cottage Presbyterian church and here he has since remained, having accomplished during four years notable and lasting work. When he assumed charge this congregation had only sixteen members and the first three services were held at what was called Doxey Hall, a small building and one of the first erected in Cedar Cottage. Afterward the congregation purchased the site of their present church, pitched a tent on the back end of the lot, holding two hundred and fifty persons and building the present edifice in the same summer. They have erected an addition every year since that time and the church now occupies the entire site. In 1912 a new site at the corner of Twenty-second avenue and Gartley road was purchased. The congregation now numbers four hundred, and six hundred names are on the Sunday school roll. Rev. Madill gives freely of his time and energy to the affairs of the parish, which he has practically built up, and he holds the love of his people in large measure, as well as the esteem and confidence of people of all denominations. The business affairs connected with the administration of the church property are ably conducted and the parish is in excellent condition, viewed from either a material or religious standpoint.

On the 6th of December, 1876, Rev. Madill married Miss Esther Elizabeth Blakeman, a daughter of John Blakeman, of Peel township, Wellington county, Ontario. Rev. and Mrs. Madill have had seven children: William B., whose death occurred in Toronto; James Alfred, who passed away in Winnipeg, Manitoba; Eliza Alberta, who married Christopher Paris, of Fielding, Saskatchewan; Violet M., the wife of Dr. Christopher Liscum, of Portland, Oregon; Margaret Ethel, who married Charles Wallace, formerly of Toronto, Ontario, but now residing near Fielding, Saskatchewan; Mary Pearl, now Mrs. Herbert Elliott, of Calgary, Alberta; and Edna Ruth, who married A. Donehay, a barrister, of the firm of Donehay & Donehay, of Vancouver.

Rev. Madill has always been prominent in fraternal circles and has taken an especially active interest in the affairs of the Loyal

Orange Lodge. He organized six Orange lodges in Saskatchewan and two Black Preceptories, one at Battleford and the other at Prince Albert, and during a month's holiday in Toronto he organized sixteen Orange lodges in Quebec. He founded also a Scarlet Chapter at Battleford and was master of the Orange Lodge at Fielding and county master for two years. He is past grand chaplain of Supreme Grand Orange Lodge of British America and past grand chaplain of Provincial Grand Orange Lodge of West Ontario, Manitoba and British Columbia. He was responsible for the first 12th of July celebration ever held in the district of Fielding and these have been continued annually to the present time. He is associate deputy grand master of the province and is chaplain of Ebenezer Lodge, No. 1589, of Vancouver. He is also active in Masonic circles and was a member and junior warden of Battleford Lodge, A. F. & A. M., and now belongs to Mount Hermon Lodge, No. 7, of Vancouver. He likewise belongs to the Independent Order of Foresters. His work in the cause of temperance forms another vital interest of his life, for he is a past grand chief Templar of Ontario and district chief Templar for two years of Toronto and provincial grand chaplain of Manitoba and also of British Columbia. He is lodge deputy of the Independent Order of Good Templars and espouses the temperance cause wherever possible, accomplishing a great deal of beneficial and lasting work along this line. He is an active worker in social and moral reform and was for three years grand president of the Protestant Protective Association, which accomplished a grand work throughout the Dominion. He is also chaplain and honorable captain of the Royal Irish Fusiliers, recently organized, and was in 1904 a delegate to the Pan-Presbyterian Council held at Liverpool, when he and his family spent the summer in the British isles. His life has indeed been a valuable and useful one, for he is sincere in purpose, honest in conviction and high in his ideals and he possesses, moreover, the ability to make his ideals practical and his purposes far-reaching.

Thomas Taylor

Hon. Thomas Taylor

HON. THOMAS TAYLOR [illegible] and influential in government [illegible] ister of public works and [illegible] tion he has done highly [illegible] service. He [illegible] Ontario, on the [illegible] being Thomas and Anne (Talbot) Taylor, the former [illegible] land and the latter of Ontario. [illegible] agriculturist by occupation and [illegible] in 1881. His wife, who was [illegible] descendant of Colonel Talbot, [illegible]

Thomas Taylor, Jr., the fifth in order of birth [illegible] children, was reared on a farm and attended the [illegible] schools until the time of his father's death, [illegible] pursued a course of study in the [illegible] tario. He was then articled to the [illegible] two years. In 1885, being a youth of [illegible] tion and energy, he went to Winnipeg [illegible] ties, being there variously employed [illegible] to British Columbia and here [illegible] Pacific Railway until 1903. [illegible] British Columbia, in connection [illegible] ment of the Canadian Pacific [illegible] pany's store at North Bend, [illegible] Canadian Pacific Railway [illegible] stores of C. B. Hume & Company, [illegible] quently had charge of their [illegible] became a partner in the firm, taking [illegible] until 1903. Mr. Taylor still retains [illegible] cern, which is a very extensive mercantile [illegible] of stores.

In politics Mr. Taylor is a [illegible] zealous worker in the ranks of the [illegible] served as mining recorder for the [illegible] acted as postmaster at Trout Lake. [illegible] nomination as a member of the [illegible]

Thomas Taylor

Hon. Thomas Taylor

HON. THOMAS TAYLOR, of Victoria, is prominent and influential in governmental affairs as the minister of public works and railways, in which connection he has done highly commendable and valuable service. His birth occurred in London township, Ontario, on the 4th of February, 1865, his parents being Thomas and Anne (Talbot) Taylor, the former a native of Ireland and the latter of Ontario. Thomas Taylor, Sr., who was an agriculturist by occupation and settled in Ontario in 1837, passed away in 1881. His wife, who was of pioneer stock and died in 1871, was a descendant of Colonel Talbot, aid-de-camp to Governor Simcoe.

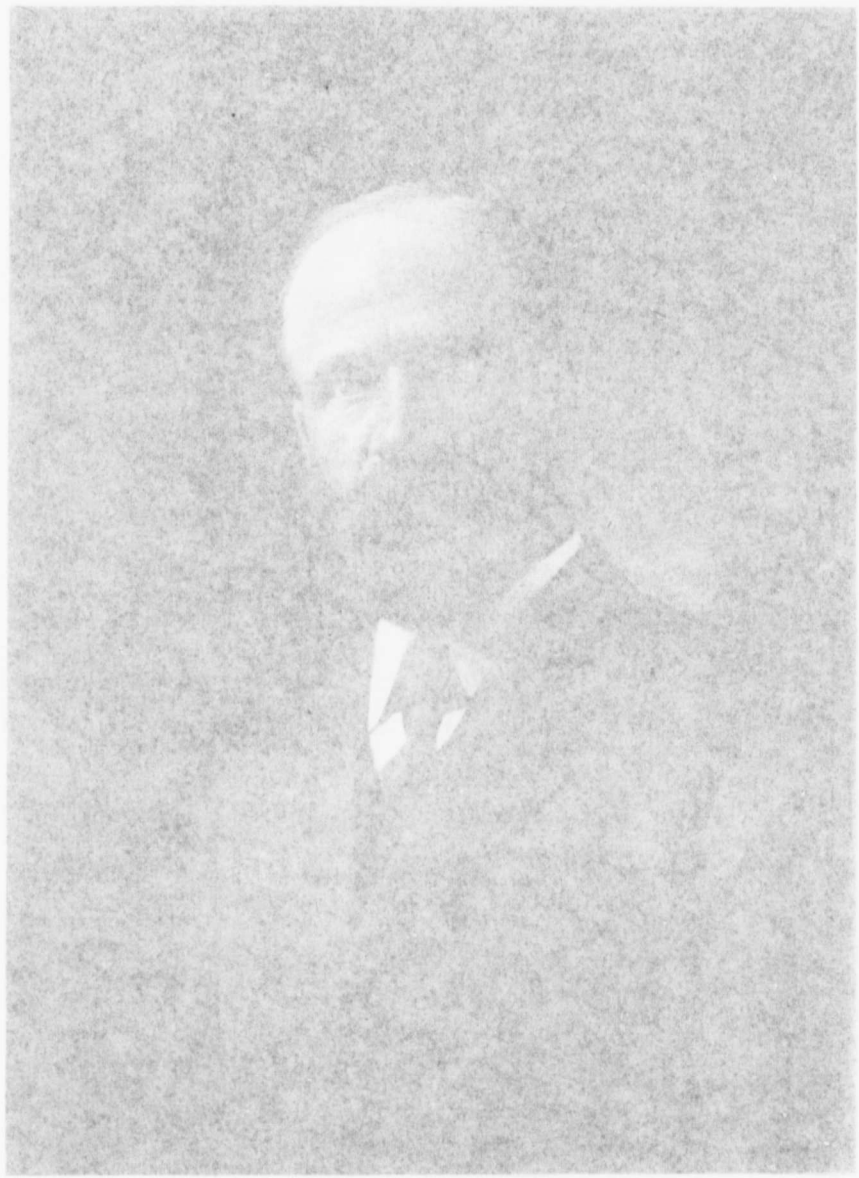
Thomas Taylor, Jr., the fifth in order of birth in a family of six children, was reared on a farm and attended the graded and high schools until the time of his father's demise, while subsequently he pursued a course of study in the commercial college at London, Ontario. He was then articled to the law firm of Taylor & Taylor for two years. In 1885, being a youth of twenty years and full of ambition and energy, he went to Winnipeg in search of greater opportunities, being there variously employed until 1888. In that year he came to British Columbia and here remained in the service of the Canadian Pacific Railway until 1894. In the year 1889 he went to Donald, British Columbia, in connection with the mechanical and store department of the Canadian Pacific, and for one year had charge of the company's store at North Bend. After leaving the service of the Canadian Pacific Railway he took over the management of the branch stores of C. B. Hume & Company located at Revelstoke. He subsequently had charge of their branch store at Trout Lake City and later became a partner in the firm, taking an active part in its management until 1903. Mr. Taylor still retains a financial interest in the concern, which is a very extensive mercantile establishment with a number of stores.

In politics Mr. Taylor is a conservative and has always been a zealous worker in the ranks of the party. From 1894 until 1898 he served as mining recorder for the provincial government and also acted as postmaster at Trout Lake. In 1900 he received his party's nomination as a member of the provincial parliament for the Revel-

stoke district and was elected, being further honored by reelection in 1903, 1907, 1909 and 1912. In 1908 he was called into the government and on the 21st of December of that year was sworn in as minister of public works. His labors in this department have received the indorsement of both parties, and the importance and value of his accomplishments are manifest in the splendid system of provincial roads throughout British Columbia. He has endeavored to keep his road superintendents in close touch with up-to-date methods of road construction, always advocating the use of the most modern machinery. He is the originator of the Trans-Provincial Road, one of the finest highways on the Pacific coast. Too much cannot be said in praise of Mr. Taylor's special activity in the department of public works. In 1911 the department of railways was added to the department of public works and thus much additional responsibility devolved upon him. The department of railways has to do with the formation of all railways, the incorporation of same, the approval of location of the line, right of way, etc., and in fact any matters in connection with steam and electric roads, adjustment of rates, etc. Mr. Taylor's official duties require all of his attention and will not permit of any outside interests. His unbounded faith in the future of the province and actual knowledge of its possibilities has made him ambitious to play his part in its final development. How nearly his ambition has been satisfied has already been shown.

In 1897 Mr. Taylor was united in marriage to Miss Georgie M. Larson, a native of Copenhagen, Denmark, by whom he has the following children: Thomas Talbot, Margaret, Richard Gordon, William, Elizabeth and James, all at home. Mr. Taylor is a member of the Union, Pacific and Camosun Clubs, all of Victoria, and the Revelstoke Club of Revelstoke, British Columbia. Fraternally he is identified with the Masons, belonging to St. Andrew's Lodge, No. 49, A. F. & A. M.; Columbia Chapter No. 120, R. A. C., of Victoria; and Gizeh Temple of the Nobles of the Mystic Shrine. He is likewise connected with Victoria Lodge, No. 1, I. O. O. F., the Loyal Orange Lodge at Revelstoke, British Columbia, and the Independent Order of Foresters and Fraternal Order of Eagles at that place. While still a boy, before leaving home, he became a member of the first troop of cavalry in the Canadian militia. After removing to Winnipeg he took a short course of instruction in the Royal Mounted Infantry. His religious faith is indicated by his membership in the Anglican church, in the work of which he has always taken an active and helpful interest. He has lived in British Columbia for a quarter of a century and is one of its leading and most respected citizens.

Dugald C. Patterson



Dugald C. Patterson

Dugald Campbell Patterson

AS BOLD men, and brave, set out from Scotland in the days of old in quest of adventure and proved their valor in meeting the flower of knighthood, the denizens of the land of hills and heather in our age have gone forth to all parts of the earth and have proven their ability by gaining success in all walks of life. The Scottish qualities of thrift, honesty, modesty and patient endurance have won the day for many of that sturdy race in all climes, and it has been particularly the Scot who has furnished the material out of which empire builders are made. Among men of that class is Dugald Campbell Patterson, of Edmonds, British Columbia, who by his successful career again proves the fact that "blood will tell," for in him confluence the bloods of the Campbells of Campbellton, the Patersons of Rutherglen and the Purdons of Partick, among the proudest of the clans of Scotland. That Mr. Patterson has made good use of those sturdy qualities which through his ancestry have descended to him, thereof his career is proof, for there is possibly not a man that has done as much towards the development of Edmonds as he, and as he has attained to prosperity he has ever remained loyal to the city which gave him his opportunity and here made his investments, here identified himself with public projects of worth, giving his time and thought as much to the future greatness of his city as to the advancement of his individual interests. There is not a public movement undertaken in which he does not participate if its value can be demonstrated to him, and material, moral and intellectual growth has no truer friend than Dugald Patterson.

A native of Scotland, Dugald Campbell Patterson was born at Partick on January 2, 1860, a son of John Murdoch Paterson, of Rutherglen, and Margaret Purdon, of Partick. In Scotland the family name is spelled with but a single "t," but Dugald Patterson, upon coming to this country, adopted the spelling he now employs on account of the pronunciation of the name. The father was well known and prominent in his community as ship joiner but also was artistically gifted, doing distinguished work as a landscape painter. Under the influence of his worthy parents Dugald C. Patterson

passed his boyhood amid an environment conducive to the development of the highest qualities of manhood, early having instilled in his youthful consciousness lessons on the value of diligence, honesty and thrift. In the acquirement of his education he attended the common schools of Glasgow and with the completion of that course his preparation for life's duties was concluded. He then was apprenticed to the shipbuilding and boiler making trades and found employment with Barclay, Curle & Company at Whiteinch and subsequently in the Anchor Line shipyards at Partick. Stories of the favoring opportunities which the Dominion held out reached him and the desire to make his mark in the world in a new country laid hold of him and induced him to cross the ocean, his voyage ending at Montreal, where he arrived on July 1, 1884. For about five years he remained in the eastern provinces but in June, 1889, we find him in Vancouver and Victoria. He had developed his early experiences towards the building trade and while in Victoria built Corrig College and other important structures. In these years he also worked for Armstrong, Morrison & Company of New Westminster and Vancouver as foreman, and was foreman boiler maker for the Vancouver Engineering Works. In these various positions he improved his latent ability and, being careful of his earnings, acquired the necessary capital to establish the Vulcan Iron Works of New Westminster of which he was the sole owner. This establishment, under his able direction and guided by his profound experience, became one of the most important on the Canadian coast, but later in life he decided to retire from these confining duties and engaged in the real-estate and insurance business in Vancouver and New Westminster, also being interested in Burnaby properties. He makes his home in Edmonds and has the distinction of being the first postmaster of the large and important municipality of Burnaby, while in 1912 and 1913 he also served on the school board, giving evidence of his interest in the cause of education, realizing that the future growth of his city largely depends upon the younger generation. Patterson, a suburban station on the British Columbia Electric Railroad, which adjoins Central Park, has been named in his honor.

In Victoria in 1890, Mr. Patterson was united in marriage to Miss Frances Mabel Webb, a daughter of J. W. and Frances Jane (Yapp) Webb, of Cradley, England. The Webb family has long been prominent in the mother country being known as the Webbs of Webb & Sons, the well known cut glass manufacturers of Stourbridge and owners of the Bretwell Lane Iron Works of that city. The father of Mrs. Frances Jane (Yapp) Webb was Richard Yapp,

high sheriff of Hereford. Mr. and Mrs. Patterson are the parents of the following children: Charles Bruce, a builder; William Harold, at present studying for the legal profession; Frances Mary Helen; Alice Marguerite; Frances Mabel Lili; and Victoria Jean Evelyn.

In his political affiliations Mr. Patterson generally gives his support to the liberal party, although he has voted twice on the conservative side and depends mostly on his own judgment in giving support to government measures and candidates. He is a guarantor of the Imperial Home Reunion Association and prominent in its membership. Fraternally he was affiliated with the Knights of Pythias and the Canadian Order of Foresters but has demitted from those organizations. His faith is that sturdy religion of his ancestors —the Presbyterian denomination, and he is ever active in furthering its work and spreading its doctrines. In him the city of Edmonds honors and respects one of its most loyal citizens, one who always stands ready to make sacrifices for the community welfare. In his long and useful life he has given a splendid example of civic righteousness, an example that may well be emulated by the younger generation. Careful of his own interests, he has always been considerate of those of others and has never made an advanced step to the detriment of a fellow worker. His sturdy qualities have led him into important relations and the respect, confidence and goodwill, which are readily conceded him on all hands, are but a feeble expression of the veneration and appreciation in which he is held.

Yours truly
E. E. Rand

Edward Ethelbert Rand

IN THE field of real-estate activity in Vancouver the name of Edward Ethelbert Rand is well known. He has figured as long in connection with the purchase and sale of property as that of any business name in Vancouver. Growing with the city was all the E. Rand began handling property and the subsequent can hardly be overestimated as a factor in progress here. He was born in and is a son of Edwin and Margaret was founded in Cornwallis Representatives of the cultural pursuits and various members of the prominent both in Canada and the father of Edward E. Rand, building business at Canning. his boyhood days under of that city and also years he entered the Railroad Company at In 1882 he arrived in David Rand to the northwest Brothers and engaged place until December, Granville, which the following Vancouver. The firm of growing success until brother's interest and tensive clientage which tant real-estate transactions of the oldest business Vancouver. He early in store for British greatness, owing

Yours truly
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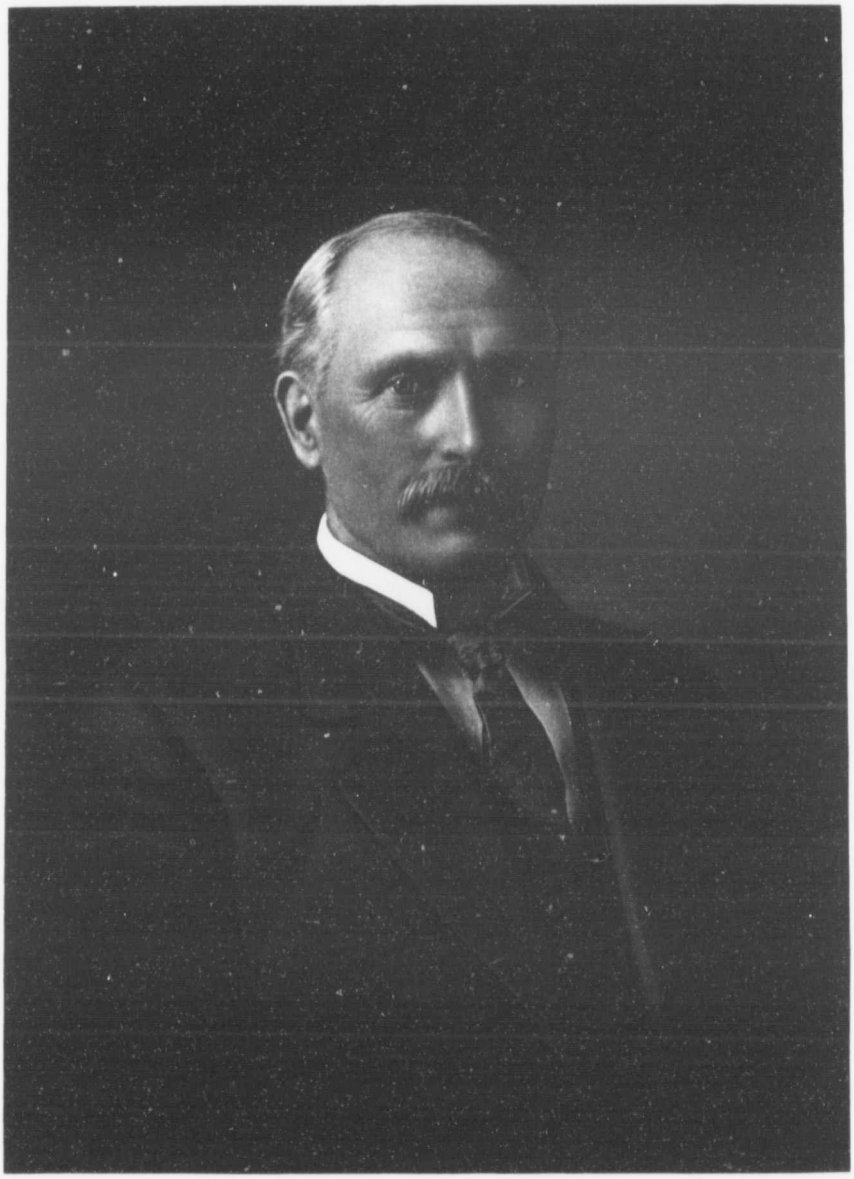
IN THE field of real-estate activity in Vancouver the name of Edward Ethelbert Rand is well known. It has figured as long in connection with the agency, purchase and sale of property as that of any other business name in Vancouver. Arriving here when the city was still the village of Granville, Edward E. Rand began handling property and the importance of his work can hardly be overestimated as a factor in progressive development here. He was born in Canning, Nova Scotia, November 21, 1860, and is a son of Edwin and Margaret (Ells) Rand. The family was founded in Cornwallis valley, Nova Scotia, at a very early day. Representatives of the name have since been largely engaged in agricultural pursuits and various members of the family have become prominent both in Canada and the United States. Edwin Rand, father of Edward E. Rand, was engaged in the hardware and shipbuilding business at Canning. The son, Edward E., while spending his boyhood days under the parental roof, attended the public schools of that city and also the Horton Academy. At the age of eighteen years he entered the employ of the New York, Lake Erie & Western Railroad Company in New York and so continued for three years. In 1882 he arrived in British Columbia, joining his brother, Charles David Rand, in New Westminster, the brother having preceded him to the northwest by several years. They formed the firm of Rand Brothers and engaged in the real-estate business, remaining at that place until December, 1885, when Edward E. Rand removed to Granville, which the following year became the incorporated city of Vancouver. The firm of Rand Brothers operated in real estate with growing success until 1897, when Edward E. Rand purchased his brother's interest and has since remained alone, having now an extensive clientage which connects him with a large part of the important real-estate transactions of the city. In fact he is at the head of the oldest business conducted continuously under one name in Vancouver. He early recognized something of what the future had in store for British Columbia and has ever been a firm believer in its greatness, owing to its natural resources and to the character of its cit-

izenship. He has perhaps done as much as any other one man for the utilization of its resources and for its growth and development. He did not advise his clients to follow a course which he would not himself pursue. On the contrary he began early to invest in real estate and to interest outside capital. Through his efforts the resources and advantages to be found in the province were brought before the capitalists of Europe and immense sums of British money were brought in for investment. Mr. Rand has made a number of trips to England for that purpose and his efforts have always been attended with a gratifying measure of success. He brought in the first capital from the Yorkshire Guaranty Company which has since been a strong force in the development of this province. His clientage is now extensive and the nature of his business is indicated by the fact that throughout the years of his residence here he has negotiated some of the most important realty transfers which have been made. He is also the agent for a number of large English estates, looking after their interests in this province, and he carries on a general real-estate, loan and brokerage business. His individual holdings of property include city, suburban and acreage property and farm lands in many parts of the province, and are extensive.

Mr. Rand is a man of ability, never lacking in expediency and always ready to meet an emergency. In his vocabulary there is no such word as fail. With him, to undertake a task is to carry it forward to successful completion. These qualities have made his cooperation largely sought in other connections and he has today many extensive financial interests, being a director of the Port Haney Lumber Company, Valley View Land Company, Hendry Land Company, Burnaby Land Company, District Lot 173 Company, Glen Valley Land Company and the Carbonate Mountain & Mining Company. He is also secretary of Nakusp Land & Improvement Company and has other minor business connections.

On the 27th of February, 1906, Mr. Rand was married to Miss Laura Town, of Vancouver, a native of Kent, England. He belongs to the Vancouver Club and gives his political allegiance to the conservative party. The west with its boundless opportunities affords him scope for his energy and determination—his salient qualities. Anyone meeting Mr. Rand face to face would know at once that he is an individual embodying all the elements of what in this country we term a "square" man—one in whom to have confidence, a dependable man in any relation and any emergency. His quietude of deportment, his easy dignity, his frankness and cordiality of address with the total absence of anything sinister or anything to conceal fore-

token a man who is ready to meet any obligation of life with the confidence and courage that come of conscious personal ability, right conception of things and an habitual regard for what is best in the exercise of human activities.

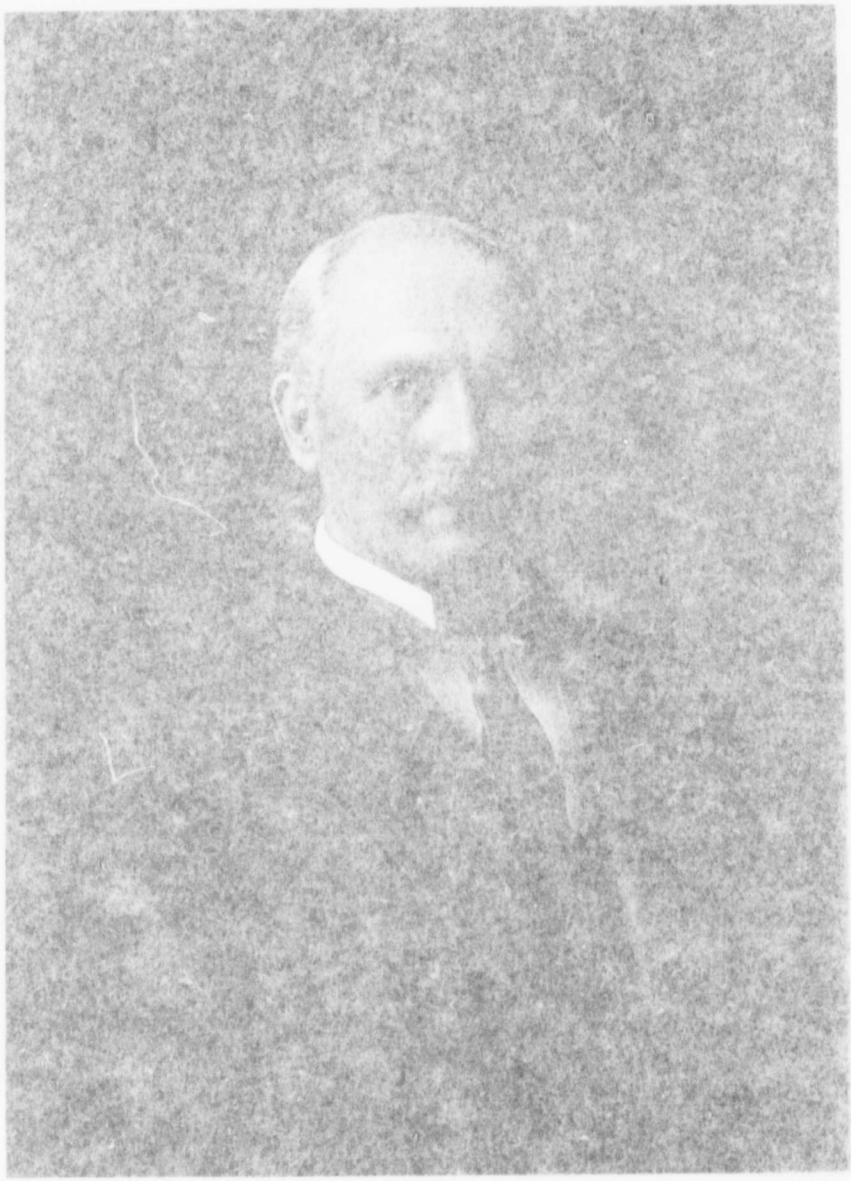


Donald Ross

Donald Ross

DONALD ROSS is now practically [illegible] McKay save for the attention which [illegible] invested interests. His efforts have [illegible] in the development of the city in which [illegible] home, for he has laid out one of its [illegible] sions. He was born at Sutherland, [illegible] the 30th of April, 1854, a son of Alexander and Rebecca [illegible] both of whom were natives of Scotland, the father being [illegible] Ross-shire, while the mother was a native of Sutherland [illegible] land of hills and heather they spent their entire lives, and during [illegible] years of his business activity Mr. Ross was a contractor and [illegible] The family numbered five children, three of whom [illegible] resident of Port William, Ontario, Georgeena, of Scotland, and [illegible] Donald, of this review. The two who have passed away were [illegible] and Hughina.

Donald Ross was educated in the Free Church schools of Scotland [illegible] and after putting aside his text-books entered upon a five-year term [illegible] of indenture to James Watson, better known as Black Watson, [illegible] Glasgow, a well known general contractor there. Mr. Ross received [illegible] a dollar per week during the first year of his apprenticeship and at the [illegible] end of the fifth year was getting twenty shillings per week. He continued to work at his trade in Scotland until 1880 and then went to [illegible] London, where he remained until 1882. Favorable reports reached [illegible] him concerning the opportunities of the new world, and leaving [illegible] his home and friends he sailed for America, arriving at New York on the 23d of May, 1883, the day before the Brooklyn Bridge was opened to the public. He remained in New York for [illegible] then went to Pennsylvania, where he worked at his trade [illegible] and a half. Later he spent six months in Chicago [illegible] returned to New York, where he remained about [illegible] then made his way to Spokane, Washington, [illegible] trade until 1891, when he came to Vancouver, [illegible] returned to the state of Washington, [illegible] again came to British Columbia, where he has since [illegible] reside. He assisted in the [illegible]



Donald Ross

Donald Ross

DONALD ROSS is now practically living retired at McKay save for the attention which he gives to his invested interests. His efforts have been an element in the development of the city in which he makes his home, for he has laid out one of its attractive subdivisions. He was born in Sutherlandshire, Scotland, on the 30th of April, 1854, a son of Alexander and Robina (Rose) Ross, both of whom were natives of Scotland, the father's birth occurring in Ross-shire, while the mother was a native of Sutherlandshire. In the land of hills and heather they spent their entire lives, and during the years of his business activity Mr. Ross was a contractor and builder. The family numbered five children, three of whom survive: John, a resident of Port William, Ontario; Georgeiana, of Scotland; and Donald, of this review. The two who have passed away were Hugh and Hughina.

Donald Ross was educated in the Free Church schools of Scotland, and after putting aside his text-books entered upon a five-year-term of indenture to James Watson, better known as Black Watson, of Glasgow, a well known general contractor there. Mr. Ross received a dollar per week during the first year of his apprenticeship and at the end of the fifth year was getting twenty shillings per week. He continued to work at his trade in Scotland until 1880 and then went to London, where he remained until 1882. Favorable reports reached him concerning the opportunities of the new world, and bidding adieu to home and friends he sailed for America, arriving in New York city on the 23d of May, 1883, the day before the Brooklyn bridge was opened to the public. He remained in New York for six months and then went to Pennsylvania, where he worked at his trade for a year and a half. Later he spent six months in Florida, after which he returned to New York, where he remained until August, 1889. He then made his way to Spokane, Washington, where he followed his trade until 1891, when he came to Vancouver. Later, however, he returned to the state of Washington, spending a year there before he again came to British Columbia, where he has since continued to reside. He assisted in the erection of many of Vancouver's early

business blocks, including the old postoffice and the buildings of the Bank of Montreal and the British Bank of North America. He was foreman for John McLuckie and had charge of his operations in the building line in Vancouver for five years. Mr. Ross is now residing on his eight and a half acre tract of land in West Burnaby, which he took up from the government in 1899. At that time it was practically a wilderness, but it is now one of the most attractive suburban properties near Vancouver. He has subdivided it and its favorable location, as well as the improvements made upon it, has greatly promoted its value. Mr. Ross has now retired from active business life save for the management of his property interests, which bring him a gratifying annual income.

Mr. Ross has been twice married. On the 17th of September, 1885, at Yonkers, New York, he wedded Catherine Powers, a native of Ireland, and unto them were born three children: Robert Alexander; Catherine, the wife of Clarke Ellis of New Westminster; and John, who passed away in infancy. Mrs. Ross died at Spokane, Washington, on the 3d of January, 1890. On the 5th of April, 1893, Mr. Ross wedded Elizabeth Lee of Vancouver, a daughter of George Lee, who was a native of England. Five children have been born of this marriage: Georgeiana Elizabeth, John, Alexander George, Jean Rosina and Donald, all of whom are at home.

Mr. Ross is independent in politics but is a warm supporter of Sir Richard McBride. He takes a deep interest in the cause of public education and was school trustee from 1905 until 1910, when he resigned, but was again elected in 1913. He has done very effective service for the schools and was the first chairman of the school board of the municipality of Burnaby, acting as chairman from 1905 until 1908, inclusive, and again filling that position at the present time. He and his family are members of the Henderson Presbyterian church of West Burnaby. Mr. Ross has always done his full part in the development of the municipality and ever manifests a public-spirited interest in matters and projects relating to the general good. He was one of the charter members of Central Park Agricultural Association and Farmers Institute and for eleven years served as one of its directors. He has witnessed great changes during the period of his residence upon the Pacific coast, as the work of settlement and development has been carried rapidly forward, and at all times he has done much to further public progress where the best interests of the majority are to be conserved.

ALLAN PURVIS

Allan Purvis

AT THE age of eleven Allan Purvis was [illegible] boy in a clothing store in Vancouver and at [illegible] he is manager of the interurban lines [illegible] Columbia Electric Company, [illegible] New Westminster. The years [illegible] vening period record a continued [illegible] prosperity, a rise through [illegible] stages of progress and [illegible]ment to a final success in which energy, steadfastness [illegible] commanding ability are the salient elements. He [illegible] the prominent and able men of this city and [illegible] the position to which he has attained [illegible] ods by which it has been accomplished and [illegible] ideals which have been important factors [illegible]. He was born [illegible] island of Java on the 2nd of [illegible] and [illegible] Laura (Cook) Purvis, natives of England [illegible] native land [illegible] the father engaged in [illegible] plantation [illegible] ages in 1888. [illegible] bia, locating in V[illegible]

When he [illegible] and by h[illegible] Mr. Purvis [illegible] through the various [illegible] Canadian Pacific Railway [illegible] manager of the British Columbia Electric Company [illegible]

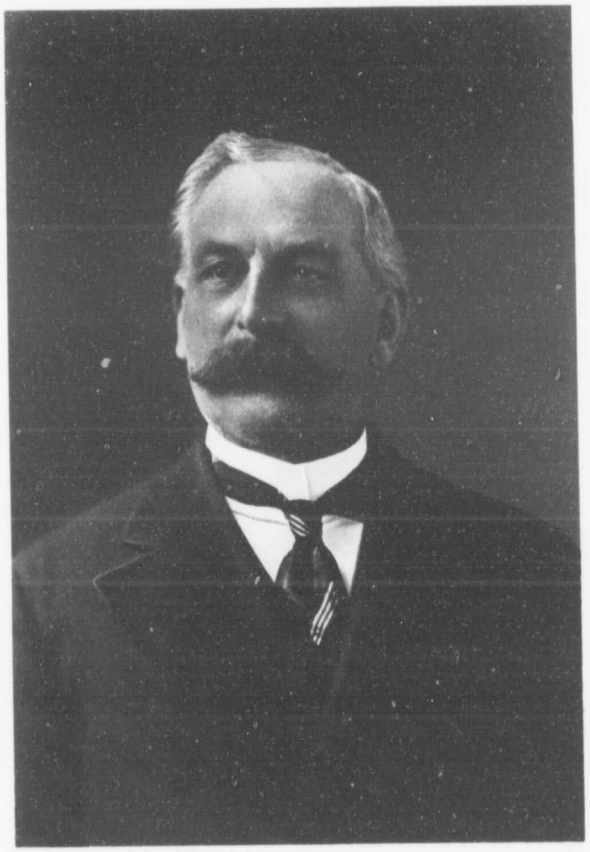
Allan Purvis

AT THE age of eleven Allan Purvis was a messenger boy in a clothing store in Vancouver and at thirty-five he is manager of the interurban lines of the British Columbia Electric Company, with headquarters at New Westminster. The years which cover the intervening period record a continued struggle upward to prosperity, a rise through successive stages of progress and advancement to a final success in which energy, steadfastness of purpose and commanding ability are the salient elements. He stands today among the prominent and able men of this city and is honored not only for the position to which he has attained but more especially for the methods by which it has been accomplished and the high standards and ideals which have been important factors in it. He was born on the island of Java on the 29th of June, 1878, and is a son of Thomas and Laura (Cook) Purvis, natives of England, who were reared and married in that country. Shortly after they went to the island of Java and there the father engaged in coffee growing, acquiring an extensive plantation which he cultivated for many years, dying upon his holdings in 1888. In the following year the mother came to British Columbia, locating in Vancouver, where her death occurred in 1906.

When but a child of seven years Allan Purvis was taken to England by his mother and in that country they remained for four years, Mr. Purvis acquiring a limited education in the Merchant Tailor public school. In 1889, when he was eleven years of age, he accompanied his mother to British Columbia and thus early began his independent career, becoming a messenger boy in a clothing store in Vancouver. Shortly afterward he secured a position as office boy with an insurance firm and one year later entered the service of the Canadian Pacific Railroad as an office boy and from that humble position he rose steadily, advancement coming in recognition of signal ability, and he was promoted through the various departments of the corporation until at the time of his resignation in 1909 he was filling the important position of division superintendent. He tendered his resignation to the Canadian Pacific Railroad Company in order to accept the office of local manager of the British Columbia Electric Company and, acting

in their interests, in 1910 built the Chilliwack line. This proved to be such an advantageous business transaction and was so ably promoted along progressive and modern lines that in the same year Mr. Purvis was advanced to the position of manager of all the interurban lines controlled by the company and in this capacity he is now acting. It is a position which calls for executive ability, an initiative spirit, tireless energy and sound judgment and upon his possession of these qualities Mr. Purvis has built his success. Every detail connected with the important affairs under his charge is given proper and timely attention, the power of coordinating forces and systematizing business detail being important elements in Mr. Purvis' highly developed intellectual powers. Under his management the affairs of the company have prospered exceedingly and the remarkable results which he has accomplished place him in an indisputable position among the men of marked ability and substantial worth in this community.

In 1903 Mr. Purvis was united in marriage to Miss Jean Baker, of San Francisco, and both are well known in social circles of New Westminster, Mr. Purvis holding membership in the Burnaby Lake Country Club. Both are members of the Presbyterian church. Mr. Purvis holds membership in the Westminster Club and in the Terminal Club of Vancouver. He takes a great interest in the advancement of New Westminster, believing firmly in her future opportunities, and he has done a great deal of important public work as a member of the executive committee of the Royal Agricultural and Industrial Society of New Westminster, of the Board of Trade and the Progressive Association, of which he was recently elected president. He has risen from a humble position in the ranks of the many to stand among the successful few and his rapid rise reflects credit upon his ability, his energy and his business foresight, qualities which have been important factors in it.



W. E. Fales

William Ellery Yates

WILLIAM ELLERY YATES [illegible] ure the quality which [illegible] sense, in other words, [illegible] the essential and [illegible] and his sound judgment [illegible] carried into [illegible] is well known as a [illegible] Westminster and has [illegible] He was born at Tyngsboro, Massachusetts, May [illegible] William Baxter and Mary Ann (Hudson) Yates, [illegible] of Massachusetts and the latter of Vermont.

The educational opportunities [illegible] somewhat limited, but in the [illegible] valuable lessons. When [illegible] Chelsea, Massachusetts, where, although but a mere [illegible] a position as boy of all work in a [illegible] he applied [illegible] seven months [illegible] the [illegible] a small [illegible] in Boston, went to that city to see his [illegible] Accordingly he again took up [illegible] Boston, Chelsea, Brighton and other points. In the fall of 1875 he prepared to come to British Columbia, for favorable reports had reached him concerning this new and growing country. On the 17th of December of that year he sailed from New York with his wife and their baby of a few months. They spent Christmas in Panama, stopped at San Francisco for a brief period and arrived at Victoria on the 14th of January, 1876. Four days later they took the boat for New Westminster, where they were met by Mrs. Yates' father, who had come to the Cariboo from Ontario at the time of the gold excitement, in the early '60s.

W. E. Fabb

William Ellery Fales

WILLIAM ELLERY FALES possesses in large measure the quality which has been termed commercial sense, in other words, he quickly discriminates between the essential and non-essential in matters commercial, and his sound judgment and even-paced energy have carried him into important business connections. He is well known as a successful furniture dealer and undertaker of New Westminster and has advanced to his present position step by step. He was born at Templeton, Massachusetts, May 23, 1853, a son of William Baxter and Mary Ann (Hudson) Fales, the former a native of Massachusetts and the latter of Vermont.

The educational opportunities accorded William E. Fales were somewhat limited, but in the school of experience he has learned many valuable lessons. When sixteen years of age he left home and went to Chelsea, Massachusetts, where, although but a boy in years, he secured a position as boss of a gang of men in a clay pit. A few weeks later he apprenticed himself to the carpenter's trade, which he followed for seven months, his salary being six dollars per week. He then entered the employ of a gentleman who owned a beautiful country home and a small farm at Elizabethtown, New Jersey, working there from May until November of that year. He afterward spent the winter season in the butchering business and, following the great fire in Boston, went to that city to see his mother and decided to remain in that locality. Accordingly he again took up carpenter work, following his trade in Boston, Chelsea, Brighton and other points. In the fall of 1875 he prepared to come to British Columbia, for favorable reports had reached him concerning this new and growing country. On the 17th of December of that year he sailed from New York with his wife and their baby of a few months. They spent Christmas in Panama, stopped at San Francisco for a brief period and arrived at Victoria on the 14th of January, 1876. Four days later they took the boat for New Westminster, where they were met by Mrs. Fales' father, who had come to the Cariboo from Ontario at the time of the gold excitement, in the early '60s.

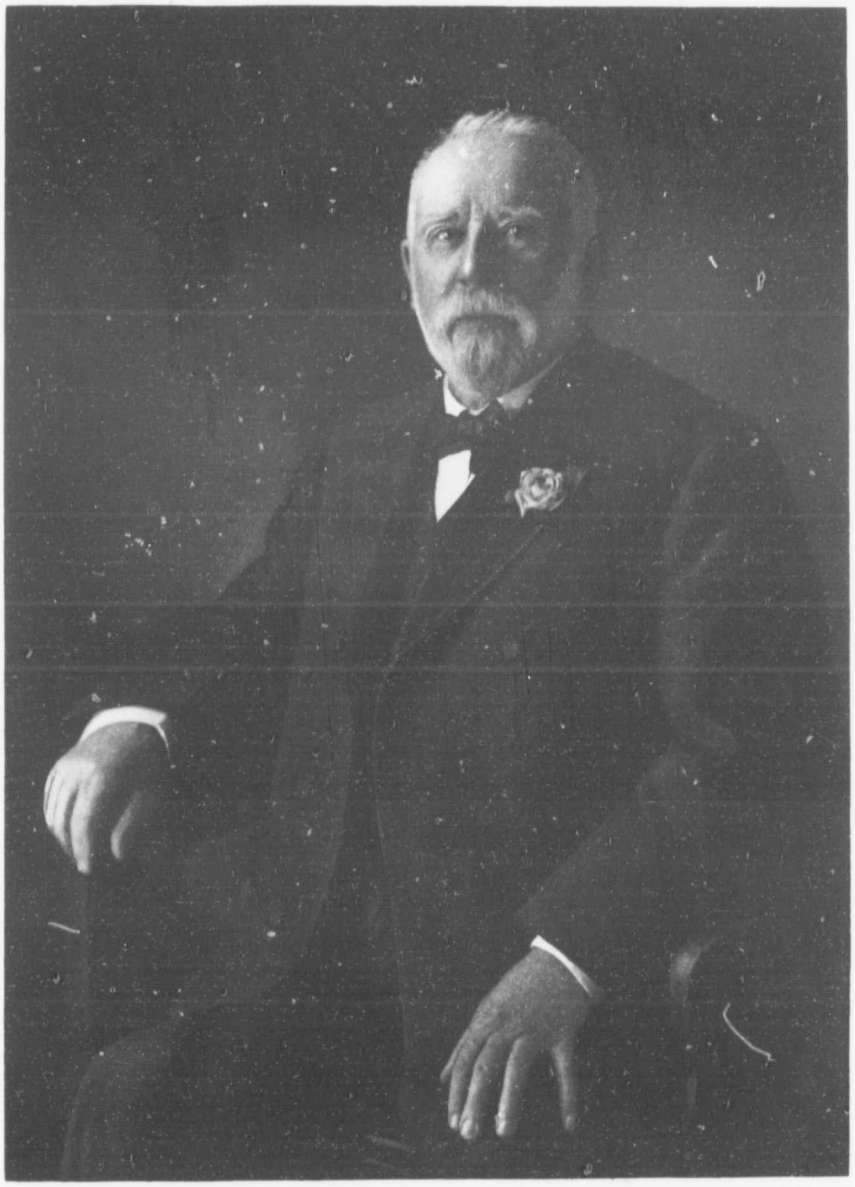
Mr. Fales' first work in British Columbia was cutting wood and making barrel staves. In the following May he began work on the penitentiary, being thus employed until fall, after which he built a cannery for the late Alexander Ewen on the site now occupied by the Windsor Hotel. That year he brought his mother to the coast and she went to Victoria, where she secured work as a nurse. A little later, in Victoria, she became acquainted with John G. Bunty and became his wife. Mr. Bunty was foreman of the old-established furniture house of Jacob Sell, who also had a branch store in New Westminster. Mr. Bunty was made manager of the New Westminster establishment and about a year later purchased the store, which he conducted for four years, during which time Mr. Fales entered his employ and thus gained a knowledge of the furniture business and of mercantile methods. In the early '80s Mr. Fales purchased property in Port Moody, where he established a general store which he conducted for four years. Fire broke out in Mr. Bunty's store and Mr. Fales purchased the salvage stock and a little later closed out his business in Port Moody in order to concentrate his attention upon his furniture store and undertaking business at New Westminster. Since that time his patronage has steadily increased and he today has a well appointed establishment, carrying a large and well selected line of high-class furniture. His store is tastefully arranged and his reasonable prices, enterprising spirit and honorable business methods have constituted the source of a gratifying success.

Having come to this province in January, 1876, Mr. Fales is truly one of its pioneer settlers. He has earned the high esteem in which he is held by his friends and fellow business men. Not merely through the growth and prosperity of the community has his marked degree of success been attained but through his natural talent for business and his untiring perseverance. Since becoming the proprietor of a furniture establishment in this city he has twice suffered heavy losses through fire. In 1888 he was left almost penniless and in 1898, although he was protected by some insurance, he suffered a great loss. Undiscouraged by disasters that would have utterly disheartened many a man, he set to work with renewed efforts to retrieve his losses and developed his business into a still greater success.

Mr. Fales was married in Boston, Massachusetts, November 26, 1874, to Miss Frances Jane Hunter, a daughter of C. H. M. Hunter, a native of the north of Ireland, who lived for a time in Ontario and became one of the Cariboo pioneers, as previously mentioned. Mr. and Mrs. Fales had three children: Gertrude Mary, the wife of John A. Campbell, of New Westminster; George Washington, who died at the

age of fifteen months; and John Ellery, who is now a practicing physician.

Mr. Fales may be termed a liberal in politics but is always very independent, voting as his judgment dictates. He served for one term as alderman, absolutely without pay, and during that time acted as chairman of the board of works. He is a member of New Westminster Camp, No. 53, W. O. W.; Royal City Lodge, No. 3, I. O. O. F., of which he is a past noble grand; and Royal Lodge, No. 6, K. P., in which he has filled all of the chairs. He has likewise been a member of several other organizations and is most loyal and faithful to every basic principle founded upon a spirit of fraternity. His religious faith is that of the Presbyterian church. His life has been a busy and useful one and is an indication of the fact that it is only under the stimulus of disaster and the pressure of adversity that the strongest and best in man is brought out and developed.



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Joseph Blackburn Greaves

JOSEPH BLACKBURN GREAVES, for nearly fifty years a resident of British Columbia, and a potent factor in its development, through his activities in the conduct of one of the province's most extensive ranching enterprises, which he built up from an exceedingly modest beginning, is a native of Putsey, Yorkshire, England, where he was born June 18, 1831.

He enjoyed practically no educational advantages, but through extensive reading, travel and contact with the world of business, developed the latent faculties that have made him one of the keen, resourceful men who have done most to transform the Canadian west from a wilderness into the enormously wealthy province of the present.

At the age of fourteen he left home and took passage in the sailing ship Patrick Henry, with the United States as his destination, landing, after a rough voyage of sixty days, at New York city. Going to New Jersey, where he had relatives, he remained for a short time, and then made his way to Pittsburg and thence, by way of the Ohio and Mississippi rivers to St. Louis, Missouri, going from there to Belleville where he remained until 1852, when he removed to St. Louis.

In 1854 he joined an emigrant train bound for the gold fields of California. The party of sixty-five men had, in addition to the usual complement of "prairie schooners," common to the wagon trains of those days, one thousand head of cattle and five hundred horses. Crossing the states of Missouri, Kansas and Nebraska to Laramie, Wyoming, thence on over the mountains to Sacramento county, California, he arrived there after a journey of several months characterized by the usual hardships of overland travel, but on account of the large number in the party comparatively free from molestation by the Indians.

Soon after his arrival in California, Mr. Greaves located at Michigan Bar and secured work as a laborer, and soon saved sufficient money to engage in the butcher business on his own account.

In 1867 he came to British Columbia, arriving in Victoria in May of that year, and after a month went to Barkerville in the Cariboo country, and later engaged in the butcher business on Grouse creek for

a year, when he returned to California, but on account of the fever which was prevalent there, did not remain.

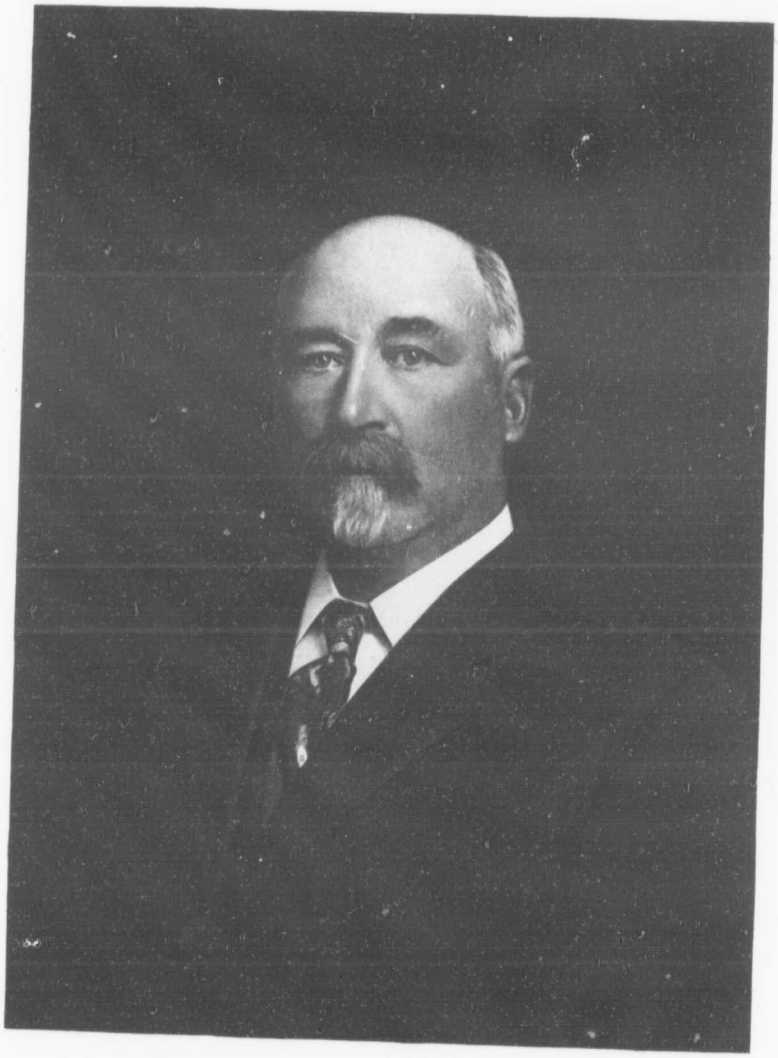
Going to Oregon he invested in sheep which he brought overland to Olympia, Washington, shipping thence to Yale, and driving by way of the Cariboo road to the 150 Mile House, where the flock was sold at a good profit. He at once returned to Oregon where he purchased a herd of cattle which he brought overland to the Thompson river and began building up what later became an extensive cattle ranching enterprise.

In 1882 he organized the Douglas Lake Cattle Company of which he was general manager and one of the largest owners. This ranch was added to from time to time until it comprised a vast domain of one hundred and twenty thousand acres, pasturing fifteen to twenty thousand cattle and upwards of a thousand horses and it became famous for the splendid herds of blooded Herefords and shorthorns and fine draft, saddle and thoroughbred horses, including over three hundred pedigreed Clydesdales.

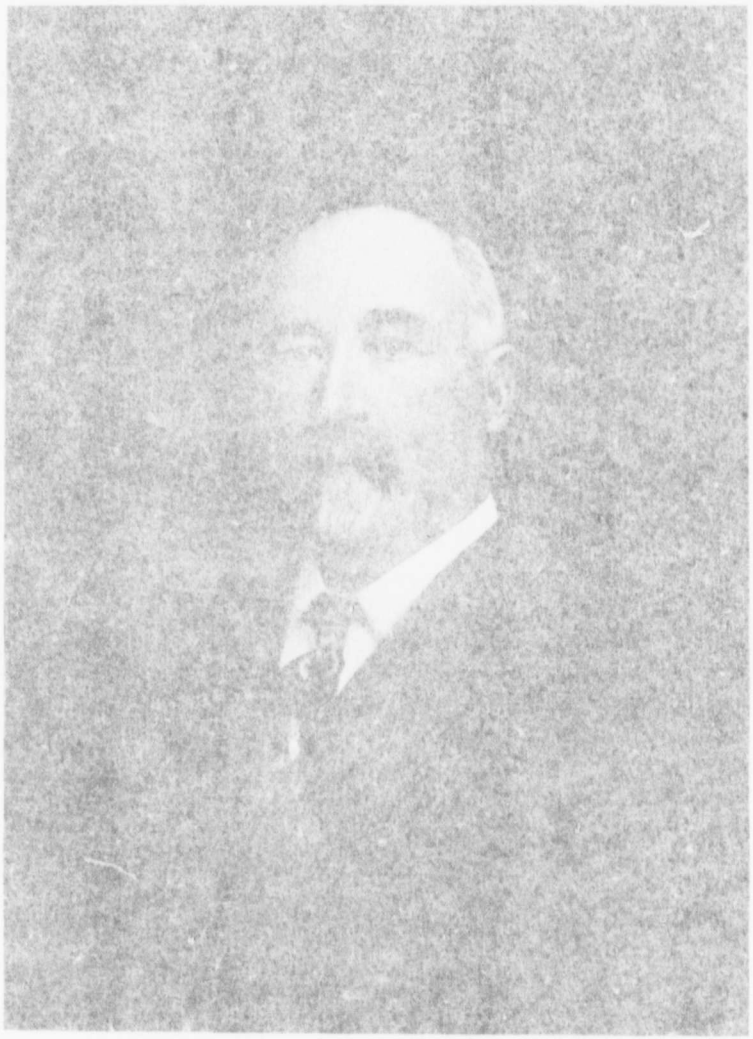
In 1910 after forty-three years of highly useful and successful activity, Mr. Greaves disposed of his extensive properties, and retired from business. Coming to Victoria, he purchased a beautiful residential property on Clarence street, where he is spending the latter years of a life of exceptional usefulness surrounded by the friends and comforts which have come as a reward of earnest strenuous endeavor.

In politics, Mr. Greaves is a stanch conservative, but has never taken an active interest in politics nor allowed his name to be presented as a candidate for any office. Hale and hearty, his appearance belies the long span of years he has lived and the hard work that brought him success and fortune.

Mr. Greaves is one of the rapidly thinning band of hardy pioneers whose early adventures and experiences form the most fascinating chapters in the province's history, and whose devotion to the work of upbuilding, under conditions of hardship little understood by a later generation, should ever be an object for emulation.



Jacob. Grauer



Jacob Gracer

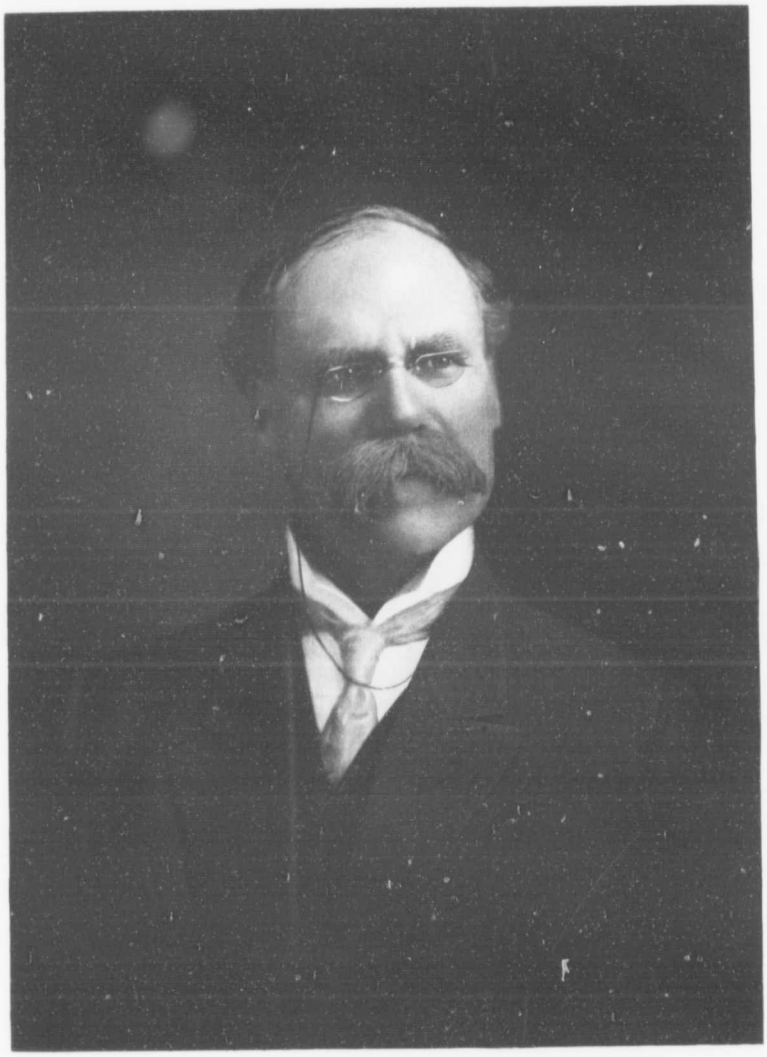
Jacob Grauer

JACOB GRAUER is living retired in Vancouver after many years of close identification with its business interests and those of Eburne and Steveston and with the agricultural development of this part of the province. He is one of the wealthy men of Vancouver and has made his own success entirely unaided, as he came to America a poor boy and with unwavering determination began under most difficult circumstances to lay the foundation of his successful career by ceaseless energy and unswerving integrity. It has been said of him that he has built substantially in various parts of the province and always better than was ever built in those parts before. Sea Island, Steveston and Eburne have all profited by his interest and been assisted to greater improvement by his investments. His record as a citizen is such as any man might be proud to possess, for he has been true to all business and personal obligations and has sought his prosperity through legitimate channels, placing his dependence upon substantial qualities of industry, perseverance and the wise use of opportunities. He was born in Wurtemberg, Germany, in April, 1860, and is a son of George and Maria (Früh) Grauer.

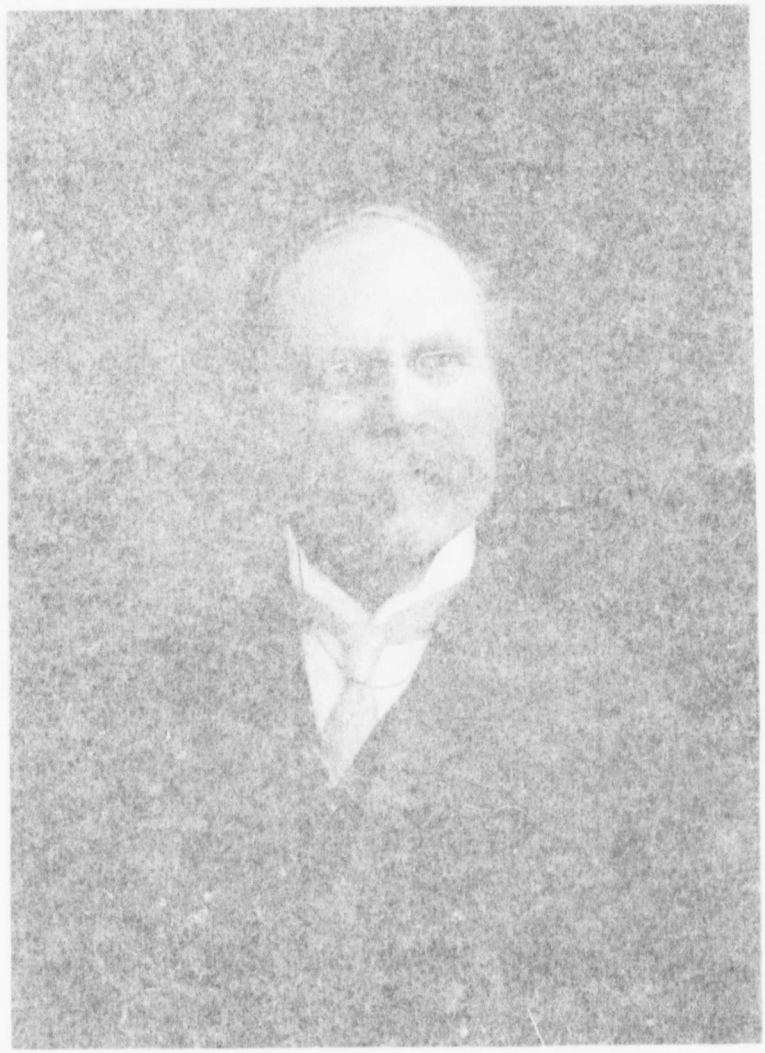
Jacob Grauer acquired his education in his native city and was about eighteen years of age when he crossed the Atlantic. He landed first in New York and then pushed westward to Illinois and later to Iowa, where he remained only a short time, being extremely anxious to reach the western coast of the United States. He made his way to Omaha and thence to San Francisco, arriving in the latter city about the year 1880 and going almost immediately up the coast to Portland, making this city his headquarters while he traveled through various parts of Oregon. Arriving in Seattle about the year 1883, he engaged in the buying and shipping of lambs, purchasing them in Washington and shipping them to British Columbia. He developed a considerable business and becoming impressed with the opportunities in British Columbia removed here in 1886, coming to Vancouver, where he established himself in the cattle business and opened a butcher shop. Some time afterward he went to Steveston, which was even then a large fishing port, and he supplied that community and the ships coming into

the harbor with meat. About the same time he established a butcher business at Eburne, being a pioneer in this line of occupation in both of the aforementioned communities. He opened the first butcher shop there and conducted all of these enterprises until 1895, at which time he turned his attention to agricultural pursuits, buying three hundred acres of land near Eburne. This was undeveloped and heavily timbered and Mr. Grauer was obliged to cut down the trees and grub up the stumps. The clearing of this land was very laborious and expensive, as the trees were huge and grew thickly, and an intrepid spirit was necessary to supply the labor needed. In those days the coming of the present great city of Vancouver was little expected. He placed almost the entire tract under cultivation and from pioneer times steadily carried forward the work of improvement. About 1900 he bought six hundred and forty acres near Ladner. The six hundred and forty acres purchased is known as the Boundary Bay ranch. At that time it had but few improvements but Mr. Grauer has developed it finely, adding modern improvements. The ranch is devoted to the raising of large flocks of sheep. He still retains this ranch as well as his first purchased farm and since his retirement is still interested in sheep growing, although he has turned the active management of the ranching and the sheep raising over to his sons, Gustave A. and Rudolph. The fine new hotel building, the Grauer block in Eburne, was erected by him in 1912.

Mr. Grauer married in 1885 Miss Marie Neth, of Wurtemberg, Germany, and they have nine children: John George, now in Eburne, in charge of the Grauer block and running the hotel which his father established; Gustave Adolph and Rudolph, who reside on the three hundred acre farm which the father first bought; Pauline Catherine, Marie Barbara, Carl Martin, Jacob, Albert Edward and Frederick Wilhelm all of whom are attending school. The Grauer residence at 364 Tenth Avenue, Vancouver, is a well appointed modern home. The family are devout members of the Lutheran church. Mr. Grauer is justly accorded a place among the prominent and representative citizens of Vancouver, for he belongs to that class of men whose enterprising spirit is used not alone for their own benefit but to promote the public prosperity and advance the general good through the able management of individual interests.



R. D. Morison



R. D. Rorison

Robert Douglas Rorison

WITH the history of pioneer development in the west the name of Robert Douglas Rorison has long been associated. As the tide of emigration has steadily flowed to the Pacific he has become connected with development work in various sections through his business activity and today he is one of the foremost figures in real-estate circles, handling property in such a way that not only individual interests are promoted but the welfare and prosperity of Vancouver are also enhanced. A native of Fitzroy, Ontario, he was born September 10, 1848, a son of Hugh U. and Ann G. (Grierson) Rorison. The founder of the family in America was the grandfather, Basil Dunbar Douglas Rorison, who came to this country from the vicinity of Kirkcudbright, Scotland, and settled in Vermont. The Rorison family is an old one in Scotland, owners of an old estate and of Rorison castle and bearers of a coat of arms. The castle is still standing but is not now in possession of the family. Over the entrance door can still be seen the coat of arms bearing the inscription: "Fear God and hate sin." Basil D. D. Rorison, living in Vermont at the time of the American revolution, came as a United Empire Loyalist to Canada after the close of the war and settled at what is now Brockville, Ontario, where he engaged in the lumber business until his death. His son Hugh U. Rorison was born at Brockville and when quite young went with his uncle, Captain John Grant, to the Ottawa valley in Ontario, taking up his abode at Fitzroy, where he engaged in the lumber business, being among the first to conduct an enterprise of that character in the territory. As time advanced he secured large landed holdings and later also engaged in farming, owning one of the finest and most productive farms in Ontario, containing six hundred acres of rich and arable land. Upon that place he remained until his death, which occurred on the 20th of December, 1863, when he was in his fifty-ninth year. He was never an office seeker yet keenly interested himself in all matters pertaining to civic and national development. As the years passed on his capably managed business affairs made him a rich man, while his integrity and upright methods gained for him

the high esteem and unqualified confidence of all with whom he was brought in contact.

Robert D. Rorison was educated in the schools of Fitzroy and Belleville College, Ontario, and likewise attended London Commercial College at London, Ontario, taking a Grade A diploma with highest honors in the graduating class. In 1864, while at the common school, Mr. Rorison received a book direct from Queen Victoria through the inspector of militia in recognition of being captain of the best drilled company of boys in Ontario. Mr. Rorison taught school for several terms before entering into business. He initiated his business career at Petrolia, Ontario, in 1869, becoming connected with the development of oil fields there. After four years, or in 1873, he went to Renfrew, Ontario, where in partnership with his brother H. U. Rorison he conducted a general store until 1878. In 1879 he moved to Manitoba and in November of that year he entered the grain business in Minnedosa, being the first grain buyer west of Portage la Prairie, in that province. In 1880 he removed to Carberry, Manitoba, and continued in the grain business until 1885, when he sought the broader field offered in Winnipeg. He became an extensive grain dealer and leading business man of that city, his trade becoming one of large volume and importance. His business offered an excellent market for grain and constituted a stimulus for activity in that direction among the farmers of the district. In 1893 he also entered the real-estate business there and carried on both undertakings until 1899. There was not a single esoteric phase in all of his business career. He based his principles on the rules which govern industry and strict, unswerving integrity, and the combination of energy and capable management brought about the desired result.

In 1899 Mr. Rorison removed to Vancouver, having become interested in mining properties in this province. Incidentally these mining ventures were failures but he became impressed with the opportunities offered by the city and province in other directions and decided to remain. He entered the real-estate field, forming the firm of R. D. Rorison & Son, and they at once became heavy operators in realty, not only handling city property but also branching out and becoming interested in timber, lumber and mining enterprises and carrying on in addition a general financial brokerage business. They have promoted a number of large and very successful business enterprises in the province. Their own interests have grown to mammoth proportions and in 1911 they incorporated as R. D. Rorison & Son, Ltd., with a paid-in capital of one million dollars, Mr. Rorison becoming president, with his son W. D. S. Rorison as vice president. They are

very extensive owners of realty in and near Vancouver and have dealt largely in subdivision property. They have also made a specialty of reclamation projects, thus adding to the material growth and development of the city and province and converting apparently worthless waste land into cultivable tracts or good residential districts. With almost intuitive prescience Mr. Rorison seems to recognize the possibilities of a situation and to determine accurately the outcome of any business venture. This has enabled him to place his investments most judiciously in districts where property has continuously appreciated in value, thus bringing to the firm gratifying returns. The business has been carefully systematized, is most methodically managed and in all things there is displayed the characteristic spirit of western enterprise and achievement. They own and are at present promoting the Bridgeport town site on Lulu island just across the Fraser river from Eburne, and they also own the town site of Royal on the mainland. They own and are reclaiming a number of islands in the Fraser river and they organized and are at present promoting the Royal Dock Limited, with a capital of ten million dollars. This is a mammoth reclamation project, the purpose of which is to reclaim a large acreage of the North Arm of the Fraser river, including the Sturgeon banks and the west ends of Sea island and Iona island for the purpose of erecting docks and developing mill and manufacturing sites and building sites for employes. This is indeed a big proposition and will mean much to Vancouver as a factor in substantial growth and development. Carefully formulated plans are being executed and a successful outcome of the project is a foregone conclusion to all who know aught of the firm and their enterprising business methods. In 1909 they organized the Royal Nurseries and Floral Company, Ltd., with a capital stock of one hundred thousand dollars, and in 1911 reorganized under the Royal Nurseries, Ltd., with a capital stock of one million dollars, of which seven hundred and thirty-two thousand dollars is paid in. Of this company Mr. Rorison is the president and his son, W. D. S. Rorison, vice president. The Royal Nurseries constitute the largest undertaking of this kind in Canada and one of the largest combinations of nursery, greenhouse and bulb farming on the American continent. The nurseries and greenhouses are situated at Royal, on the mainland, where the company owns forty acres, and at Bridgeport, on Lulu island, in the Fraser River valley, where the company owns fifty acres, upon which they conduct a bulb farm as well as part of their nursery. They grow and deal in choice plants and shrubs from all parts of the world. They buy in large quantities and their variety is not surpassed on the American continent. They also

carry a complete line of nursery stock in fruit and shade trees and in addition conduct a growing, large and profitable business in floral designs and cut flowers. The breadth of their undertakings is marvelous and their success is the natural and logical sequence of carefully formed plans, of keen insight and discrimination and of unabating and indefatigable energy. Thus year by year they have reached out along constantly broadening lines and the extent, importance and prosperity of their business affairs place them with the leading business men of the province.

Mr. Rorison was married, at Renfrew, Ontario, January 6, 1875, to Miss Charlotte Walford, a daughter of Stephen Walford, a druggist of Renfrew. Mrs. Rorison passed away June 1, 1909. They had one son, Walford Douglas Somerled Rorison, who is associated with his father in business. In 1911 Mr. Rorison married Jean Kilby, a sister of E. C. Kilby, of Vancouver.

Mr. Rorison has always been active in matters pertaining to the growth of the city and its improvement. He has firm faith in Vancouver and in the province and is a member of the Vancouver Board of Trade, the Progress Club, the Richmond Board of Trade, the Point Grey Board of Trade and in all he is an active worker, cooperating heartily in their projects for the upbuilding of the various municipalities, and of the province at large. Moreover, Mr. Rorison has always been a liberal supporter of charities and philanthropic movements, being especially generous where there is opportunity to ameliorate the hard conditions of life for the unfortunate. His prosperity and his benevolence have gone hand in hand, for he has been active in following the mandate: "Bear ye one another's burdens." His position upon the temperance question is never an equivocal one. He stands strongly for prohibition as against the use of intoxicants, realizing how detrimental in every way is intemperance. In the town sites promoted by him a clause is inserted in the deeds prohibiting the property for use in carrying on the sale or manufacture of intoxicants. Mr. Rorison was the chief organizer of the Vancouver Electoral Union, which from 1901 until 1907 was the most potent force in the political situation of the city. He was recognized as the hardest worker of the union, which by constant and unfaltering effort had finally wrested the control of the city from the liquor interests and succeeded in electing members of the union to twenty-seven out of the thirty-two elective offices of the city. This organization was also largely instrumental in the election to two of the remaining five offices of men, in sympathy with their movement, but not members of the union. These officers included the mayor, license commissioners,

trustees, aldermen and park commissioners. Mr. Rorison is very prominent in local option affairs and in full accord with the Dominion alliance, the object of which is the suppression of the liquor traffic for beverage purposes throughout the Dominion of Canada. He is a member of and active worker in the Royal Templars Society and the Good Templars Society. He is equally earnest and efficient in his championship of the Young Men's and Young Women's Christian Associations, has been a liberal giver to the building funds and to all other projects which seek the moral development and upbuilding of the community. Socially he is a member of the Canadian and Progress Clubs and various organizations for social reform. He holds friendship inviolable and as true worth may always win his regard he has a very extensive circle of friends, his life demonstrating the truth of the Ralph Waldo Emerson statement that "the way to win a friend is to be one." The public work that he has done has been of a nature that has brought no pecuniary reward and yet has made extensive demand upon his time, his thought and his energies. All who know him speak of him in terms of praise. In his life are the elements of greatness because of the use that he has made of his talents and his opportunities, because his thoughts are not self-centered but are given to the mastery of life problems and the fulfillment of his duty as a man in his relation to his fellowmen and as a citizen in his relation to his province and his country.

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Judge Frederick W. Howay

"INDUSTRIOUS persons," wrote Lord Bacon, in "The Advancement of Learning," "by an exact and scrupulous diligence and observation, out of monuments, names, words, proverbs, traditions, private records and evidences, fragments of stories, passages of books that concern not story and the like, do save and recover somewhat from the deluge of time." Since 1907 His Honor F. W. Howay has been judge of the County Court of New Westminster, B. C., and has performed his duties with conspicuous ability and conscientiousness, but the absorbing interest and ambition of his life, aside from his official duties, for the last twenty years could not be better and more soberly expressed than by the closing line of the Bacon dictum—to "save and recover somewhat from the deluge of time" of the history of the Province that has been his home since 1871. Nor could Judge Howay's methods of study be better indicated than by Lord Bacon's long list of bypaths of knowledge that the student must follow who is determined to get to the sources and avoid "that infinite alloy, the debris of centuries" that gathers round the history of a country. "Truth comes to us," says an old writer, "from the past as gold is washed down from the mountains of Sierra Nevada, in minute but precious particles and intermixed with infinite alloy, the debris of centuries."

It became Judge Howay's ambition many years ago to clear away some of this debris and separate some of this alloy from the history of British Columbia. Wherever original letters, diaries, directories, proclamations and the like were to be seen and obtained or copied, or wherever living persons who had taken part in the historical events of the Province were to be consulted Judge Howay was there. If the information he required could only be obtained in Spanish archives then an agent had to be found who would copy those records. One of the most interesting books in his library at this moment of writing is a manuscript volume, in Spanish, copied from Spanish records. If one mentions to the Judge an old book on the history of British

Columbia "Yes," comes the reply, "I have seven copies of that"; and one looks at the title: "A Narrative of the Adventures and Sufferings of John R. Jewitt, Only Survivor of the Crew of the Ship Boston, During a Captivity of Nearly Three Years Among the Savages of Nootka Sound, with an Account of the Manners, Modes of Living and Religious Opinions of the Natives." Published at Middletown (Connecticut) and by Longmans Green & Co., London, 1816; and copy after copy comes down from the shelves until one is confronted with seven editions. There are five editions of Captain Vancouver's work, original English quarto, French quarto, a little French duodecimo, etc.; two or three editions of Meres; Dixon's attack upon Meres and Meres' reply, published in England for 2/6 and 2/- respectively but containing receipts in Judge Howay's copies for $35.00 each; in short, with the exception of the Government Library in the Judge's library is the completest collection of books on the history of British Columbia in the Province or anywhere else. On page 285 of the "Proceedings of the Mississippi Valley Historical Association" for the year 1912-13 occurs the footnote: "The Fort Hope Police Book MS. is in the private library of His Honor Judge Frederick W. Howay, of New Westminster, B. C. The author is greatly indebted to Judge Howay for his courtesy in making accessible his valuable collection of historical material." "The distance from the bibliophile to the bibliomaniac," remarks the Judge, as the treasures are piled on the table, "is very short, is it not?"

On different occasions the Judge has anticipated the present work by lectures and special papers on his favorite subject. During the session 1907-8 he lectured before the Art, Historical and Scientific Association of Vancouver, of which he has been president for the last four or five years, on "The Search for the Fraser by Sea and by Land" and his lecture was published by the society. In 1909 he addressed the same association on "The Work of the Royal Engineers 1858 to 1863." This lecture was published by the Government of British Columbia and is described as "Printed by Richard Wolfenden, I. S. O., V. D., Printer to the King's Most Excellent Majesty, 1910." Richard Wolfenden was one of the last few survivors of the Royal Engineers. Judge Howay has also contributed a sketch of the political history of British Columbia from the Confederation downward to Dr. Doughty's recent work, and is also responsible for the section of the Toronto University historical publications relating to British Columbia.

Judge Howay was born in London, Ontario, in 1867. His father came out to British Columbia in 1869. Two years later his mother,

himself and sisters followed and lived at Clinton for two years. In 1873 they moved to New Westminster and there Judge Howay received his elementary education at the Central School, the new building of which now bears his name. He began active life as a teacher and qualified two years before his age permitted the granting of a teacher's certificate. His teaching career extended from 1884 to 1887 after which he entered Judge Bole's office for the study of law. His desire for adequate equipment and thorough training, however, sent him to Dalhousie University, at Halifax, where he spent three years, finally graduating in 1890. At Halifax a partnership in law was offered to him but the "Call of the West" proved more attractive. He entered into practice with Mr. W. J. Whiteside and this partnership was maintained for three years. In the spring of 1893 Judge Howay joined Mr. R. L. Reid, an old school and college friend, and the two partners carried on a successful practise till 1904, when they sold out and Judge Howay virtually retired with the reservation that he represented the Department of Justice at New Westminster. In 1907 Judge Howay was appointed to the Bench.

During recent years his comparative leisure has given him time to prosecute the chief interest of his life—the history of British Columbia. He has long felt that someone should attempt to give the story of the great Western Canadian Province as a whole with true historical perspective and with a conscientious regard for accuracy such as has not characterized the work of past historians. Archdeacon Hare's Life of John Sterling laid upon Thomas Carlyle the imperative burden of writing another Life of his friend as he knew him and loved him. Judge Howay knows the history of this province as few students do and no man loves the Province more. He has taken up his task, not as a burden, but as a labor of love, and it can scarcely be doubted that many generations of students will pay grateful tribute to his work.

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