

The Future of Richmond is Bright . . .

by JOHN STOLBERG
Reeve of Richmond

More residents in a wider area of Richmond will receive greater service when new BCE bus system commences. This will not only provide better service within the municipality, but the addition of express buses to downtown Vancouver will indeed be popular.

Growth of Richmond during the past five years has not been normal — it has been EXPLOSIVE. As a proven community in which to bring up a family, construction of new homes and housing developments cannot help but increase.

Municipality offers good industrial prospects too. We are all working to encourage more industries, in order to establish the basis of a sound healthy economy.

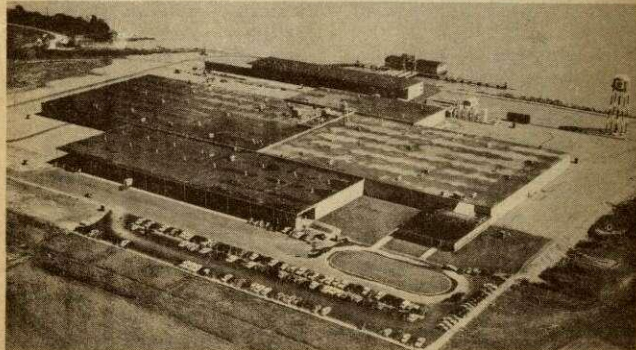
by W. J. KEYS, President
Richmond Board of Trade

The new BCE transit service being instituted in Richmond is welcomed by merchants and residents of the area.

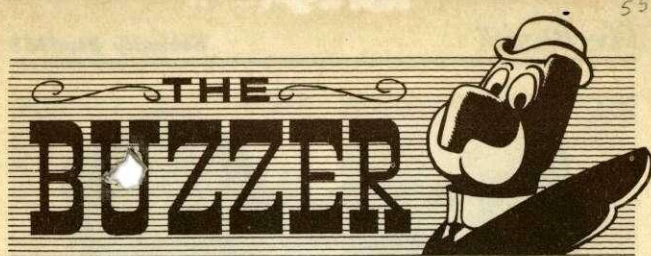


W. J. Keys

Demand for new houses continues strong, and while the phenomenal growth is creating problems for school and municipal authorities, this is one district that cannot help but increase in population. Main concern is to attain proper balance between industrial and residential development. It is the constant aim of the Richmond Board of Trade to bring about this balance as soon as possible.



Typical of new Richmond industry is Crown Zellerbach plant. LaFarge Cement and Aluminum Co. of Canada also opened plants.



Published weekly by the British Columbia Electric Railway Company Ltd.

Vol. 43 Vancouver, B.C., Friday, February 21, 1958 No. 8

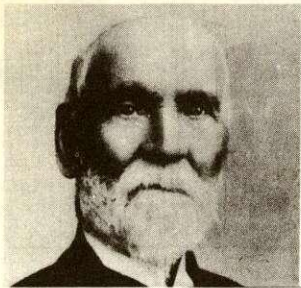


Richmond—one of the fastest developing areas in Canada comprises Lulu, Sea, Mitchell and smaller islands.

Salute to Richmond

The growing Municipality of Richmond has taken another step forward.

No longer the pheasant and duck hunter's paradise, and kingdom of large dairy herds, the fields are giving way to attractive new homes, and the shoreline with 14 miles of potential deep sea dockage supports many new industries. There are active service clubs and a Board of Trade, a new municipal hall, with a community planning department; there are 19 schools and 23 churches of many faiths. In 57



First reeve of Richmond, farmer Hugh Boyd, served from 1880 to 1885. He arrived in B.C. in 1862.



Present reeve, John Stolberg, a former councillor. He is a contractor specializing in sawmill construction.

years, the municipality has grown from a handful of pioneer farmers to 5,000 persons in 1923, and 27,500 today engaged in all types of business.

Formerly divided by a few roads, wide enough for only a horse and buggy to pass, Richmond with its 57 square miles, now boasts a network of signal controlled highways, which serve new shopping and housing areas, schools and industries.

Last of the B.C. Electric's proud interurban fleet—the Marpole-Steveston tramline—will soon cease operation, and ceremonies will be held to commemorate the conversion of the Richmond transit service to an extended, more flexible and modern all-bus system.

Back in 1905, when the BCE first leased the tracks from the CPR, the historic wooden trams rocked and swayed their way through green farmlands to Steveston and the canneries. The friendly whistle was known to all. Those were the days in Richmond when everybody knew everybody else—a trip on the tram was a big family party.

With the introduction of the all-bus system, residents of Richmond will receive not only an expanded transit service within the municipality, but will also enjoy a speedy express service to downtown Vancouver by way of Oak Street Bridge.

And with the completion of the Deas Island tunnel providing easy access to the Fraser Valley and the International Border, even greater horizons rest on Richmond's doorstep.

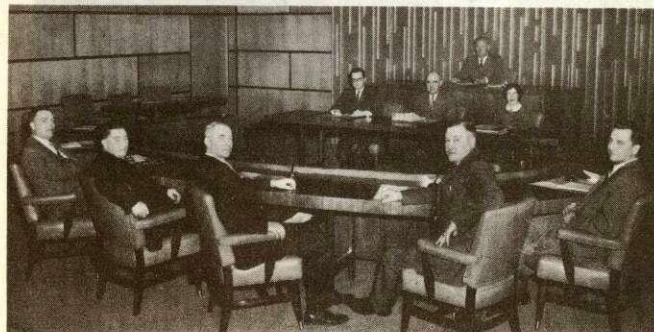
In this souvenir issue, *The Buzzer* salutes Richmond.



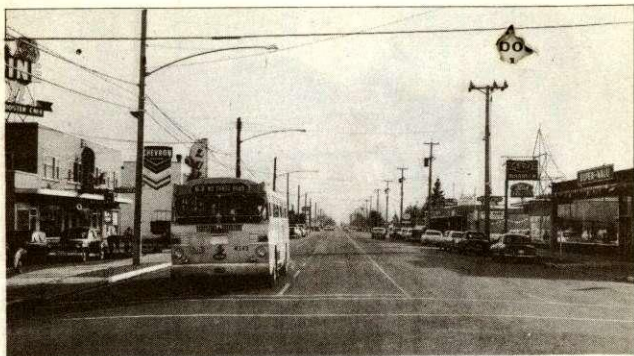
Following incorporation of Richmond in 1880, council meetings were in homes of Reeve Hugh Boyd, and farmer partner, Alexander Kilgour. Meetings later moved to Eburne Municipal offices, Bridgeport School, and in 1920 to old Richmond Town Hall.



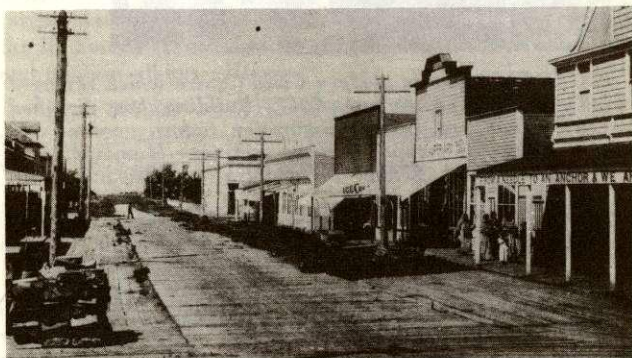
Credit to Richmond is modern Civic Centre which replaced old Town Hall in August, 1957. Building has dignified Council Chambers, below; committee rooms, general and private offices. It comprises three sections—Municipal Hall and Police Wing, School Administration, Kiwanis Unit.



TODAY AND YESTERDAY...



Compare today's Richmond shopping areas to yesteryear. In main section of Richmond, ornamental street lighting gives metropolitan appearance to roads which once carried only farm produce by horse and wagon . . . Today chain grocery stores and individual merchants offer fine facilities for Richmond residents. Municipality also has eight banks, five volunteer fire stations, Commonwealth's largest fish processing plant, Canada's second largest factory under one roof, lumber mills, rice mill, manufacturing, fruit and vegetable canneries, and boat building . . . Below: Steveston in early days.



The Transit Story

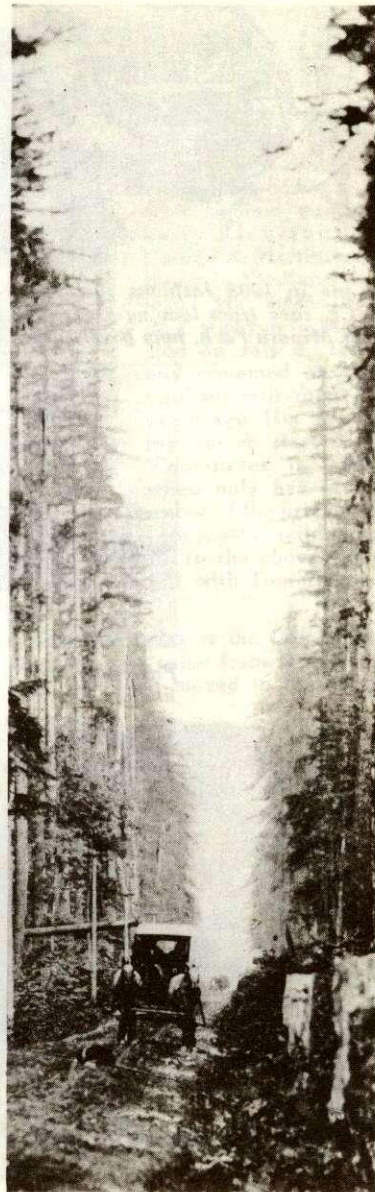
At the turn of the century, the suggestion of an express bus service from Richmond to Vancouver would have seemed as unbelievable as the penetration of outer space today.

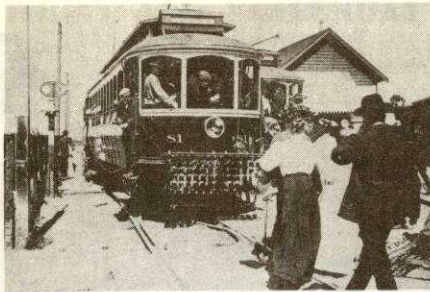
When Billy Steves first threaded his famous stage coach through the tall timbers from Steveston to Vancouver, the trip took a full day. Those were the days when Steveston was a thriving seaport, supporting 29 canneries. Ships of many nations docked there to load salmon.

Billy Steves, a member of the famous family after whom Steveston was named, drove his teams over rough, corduroy roads. His de-

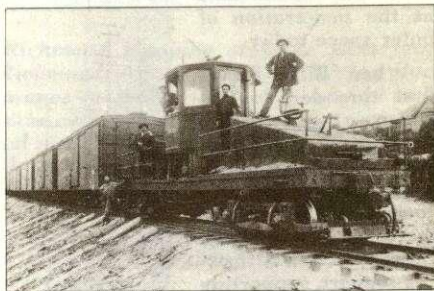
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Steves' Stage on North Arm Road, near the Summit (now Granville and 37th).

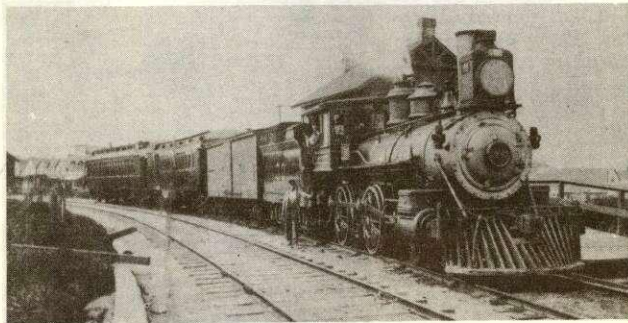




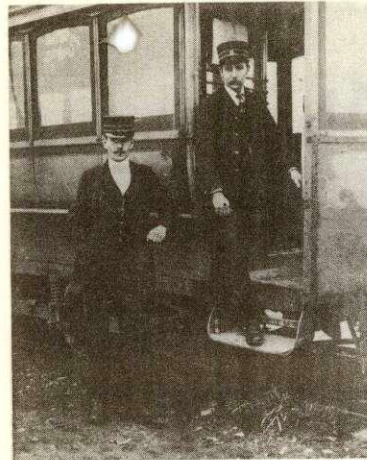
Fans in 1908 fashions rush for special BCE race tram leaving Granville Depot for Minoru Park, now Brighthouse.



Passenger and freight crews were well known. From left: Sidney Peters, Granville Bridge tender; Walter Mawdsley, Bob Brunt, Ralph Mills, and Bill Deagle, still of Steveston.



Last CPR passenger train out of Steveston for Vancouver, July 3, 1905. CPR introduced service 1902; BCE leased tracks in 1905 for electric tram service.



Long in Service

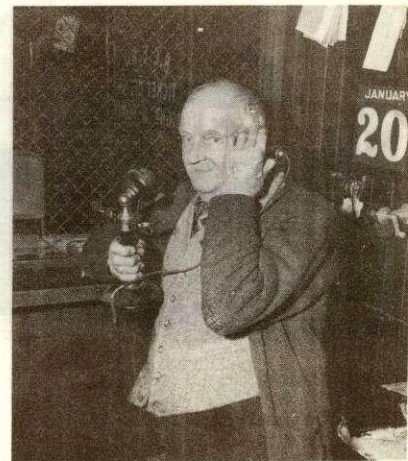
Typical of BCE motormen and conductors who became part of early Richmond is George A. Martin, now living in Kitsilano district. He made first BCE trial run to Steveston on July 2, 1905, and remained on line until his retirement 14 years ago. His operating career started in Vancouver in 1896, when only five street

cars served the young city. He was a member of the first party to scale North Shore Lions, was an enthusiastic sailor and was a founder of Kitsilano Yacht Club. In the above early photograph, Mr. Martin is shown on left with Tom Bagley.

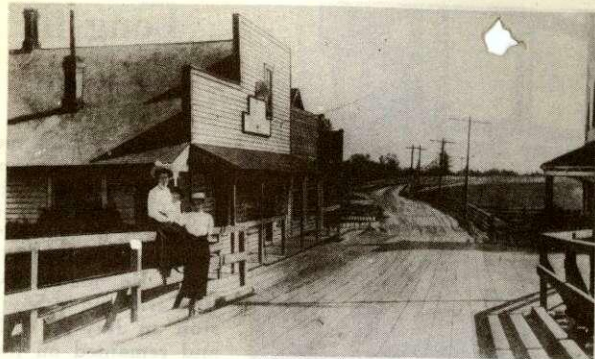
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Mr. B.C. Electric in Steveston today is the Company's agent, Tom Leslie. Tom and his wife came from Ireland in 1909, lived first in Marpole, but soon moved to Steveston where he owned a lumber yard. For more than 25 years he has operated a general store beside Steveston tram tracks, where he has and will continue to handle BCE service applications and accounts.

Tom Leslie, BCE's Steveston agent.

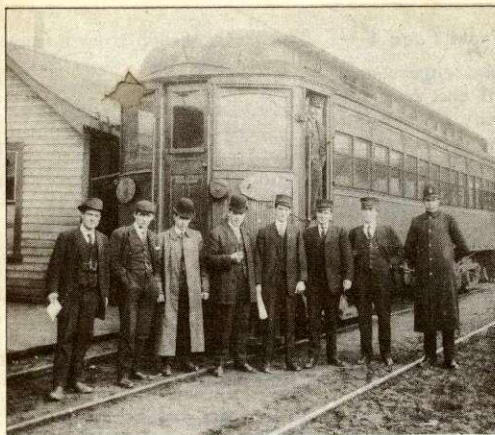
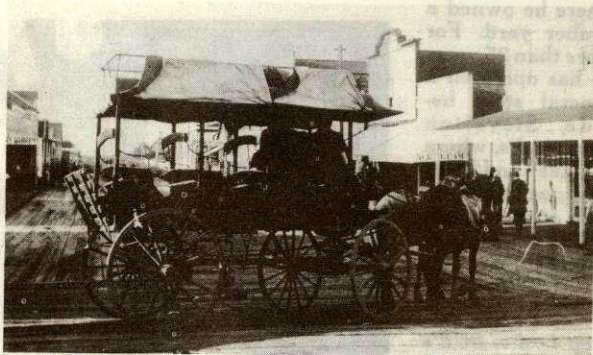


Remember When . . .

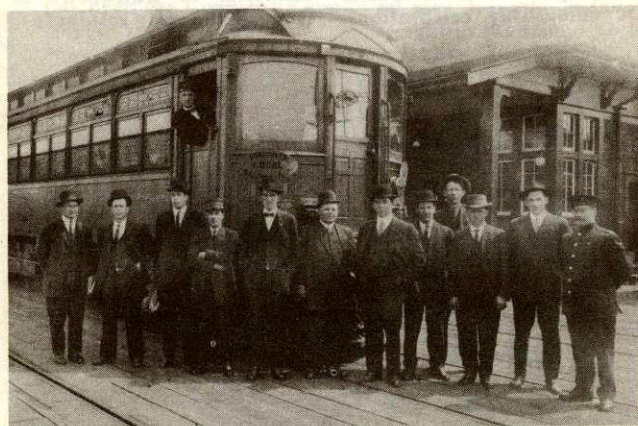


Eburne, now Marpole, and Steveston as they appeared in 1900. Top photograph shows Jacob Grauer's home on right, across the street from his general store and butcher shop, the post office and community centre. One of his sons, R. M. Grauer, was later to serve Richmond as reeve for 19 years.

Below—two or three hardy pioneers, as well as Billy Steves, operated stage coaches from Steveston to Vancouver before CPR tracks were laid in 1902. McNeill stage is shown here turning on planked street in Steveston. General store in Steveston claimed to sell everything from "a needle to an anchor."



First depot for Lulu Island line was old CPR Granville Station on False Creek. From left: Ralph Mills, Mr. Hanna, Doc Hall, George Boston, Joe Leckie, Bill Plummeridge, Joe Higgins, unidentified policeman. Motorman on steps is Bill Inglis. Boston served 44 years on line, longer than any other employee.



Recognize them? Photo taken in 1914 at Lulu Island terminus on Granville Bridge at 3rd Avenue, shows Johnny Perment, Dinty Moore, J. A. Glenburn, trainmaster; Bill Moffatt, Joe Lecky, Joe Gamache, Mr. McCarthy, Art Speer, Mose Brennan, Billy Phillips, Tommy Rae, Teddy Boot, policeman on bridge; Billy Hayes, motorman in cab.

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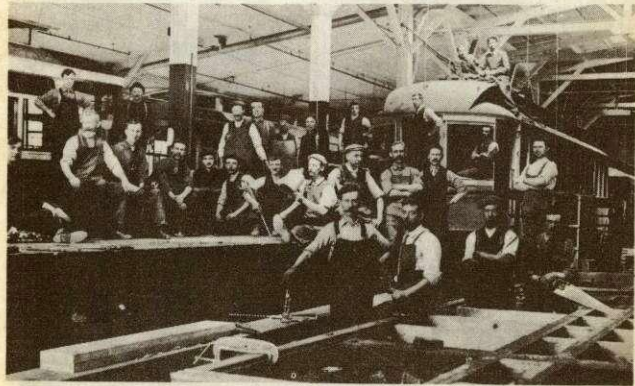
votion to his passengers and the Royal Mail cost him his life one stormy December night when a giant tree crashed across what is now Granville at 37th Ave., killing him instantly. His widow, Mrs. Ida Steves, still lives at Steveston.

Four years after the CPR brought the first train into Vancouver in 1887, work started on the formation of a subsidiary company, the Vancouver and Lulu Island Railway. Decision still hadn't been made as to the mode of transportation to be supplied—steam, electricity or horses. That was in 1891. Finally, in the summer of 1902, the first passenger steam train ran from Steveston to Vancouver, carrying residents for special Dominion Day celebrations.

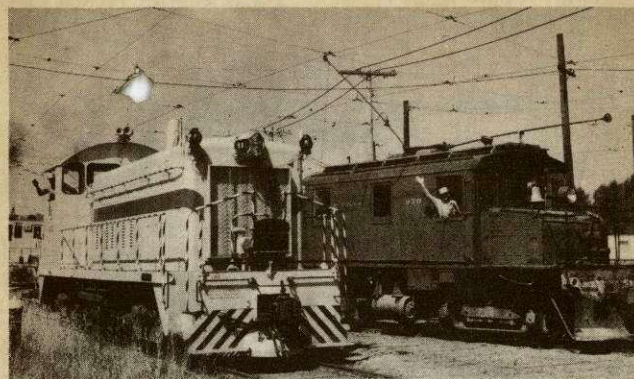
The train, which then began regular service, ran twice daily from both terminals. It was named the Sockeye Ltd., a parody on the then famous coast-to-coast CPR train, the Imperial Ltd.

This was the beginning of Richmond's expansion . . . and the early days of the B.C. Electric.

In 1905, the young B.C. Electric Company, which had twice known bankruptcy, leased the tracks from the CPR, and started a regular passenger service by electric trams. The faithful interurbans—now outmoded—helped pattern the lives of many families. So, interurban motormen and conductors have a special place in the memories of hundreds of Richmond's early residents.



Most of the interurban trams serving Richmond were built originally, and subsequently repainted or repaired, in the Company's 12th Street car shops in New Westminster. Shops at one time employed 400 men. Constructed in 1908, the shops were torn down in 1954 as the Company's rails to rubber conversion program neared completion.



BCE freight service in Richmond Municipality will switch to all-diesel operation later this year.

The Freight Operation Story . . .

Hand in hand with passenger service in Richmond has been the Company's continuous freight operation.

This service also started in 1905, and through the years has switched from a service of a local nature to one playing a part on the national level.

Freight lists in early days read like a housewife's grocery order with cars leaving Vancouver daily to pick up milk, vegetables, meat, fish and berries in season from Lulu Island, while dropping off bundles enroute for stores, sawmills, and loads of feed for farmers. Squeals of livestock going to market were familiar sounds, and seasonal movement of household effects of the Indian population leaving the canneries for the Sardis hop fields were familiar sights.

In the lingo of freight operators, small loads were known as way freight. Today way freight in Richmond no longer exists. The operation has increased to one dealing only in carload lots. In 1956 alone, 600 carloads of fish oil left Steveston for freight for the Eastern Canadian soap and fertilizer markets. Small orders going to the Island have been replaced by tractors and automobiles being delivered to Richmond merchants.

Part of the Company's fleet of electric and diesel freight engines moves nightly into Richmond from either New Westminster or Granville yards. Later this year, when the nine diesel engines are joined by four others, Richmond freight services will become entirely dieselized.