

A Short History of the Woodhaven Subdivision

Researched and written by [Ralph Drew](#), Belcarra, BC, August 2021.

The building of the 'Canadian Pacific Railway' (CPR) across the continent as a condition of British Columbia joining the 'Dominion of Canada' resulted in the creation of the 'Railway Belt' and the transfer of all provincial Crown Lands within the 'Railway Belt' to the 'Dominion Government'. The anticipated arrival of the CPR also sparked land speculation in and around Port Moody which was named as the railway terminus. In 1887, as a result of the land speculation, the 'Dominion Government' placed a "reserve" on the sale of Crown lands at the western terminus of the 'Railway Belt' which included all lands around Belcarra Bay, Belcarra Peninsula, Bedwell Bay, Sasamat Lake and Farrer Cove. As a consequence, the subsequent sale and settlement of lands around the Belcarra and Bedwell Bay areas would not begin until 1905 when the 'Dominion Government' began to accept applications for the sale of federal Crown lands. These events had a profound effect on the development of the area.

In 1870, the 'Bedwell Bay Timber Lease' (Timber Lease 'M') was issued to the 'Moodyville Mill' by the 'Colony of British Columbia'. During the 1890s, there was a depression in the lumber industry, and in 1901 the 'Moodyville Mill' shut-down and went into receivership. It was probably at that time that the (already logged) 'Bedwell Bay Timber Lease' reverted to the Crown. After the provincial timber leases reverted to the Crown, the 'Dominion Government' began issuing federal timber harvesting rights ('Timber Berths') adjacent to Bedwell Bay and Farrer Cove.

In 1907, the western portion (96± acres) of the 'Bedwell Bay Timber Lease' (T.L. 'M') was sold to Florence Blanchard Bole and was inherited in 1928 by John Percy Hampton (J.P.H.) Bole when his mother died. In 1966, J.P.H. Bole died and his estate was subsequently purchased by the 'Greater Vancouver Regional District' (GVRD) in 1971. (The J.P.H. Bole estate included all of the land southwest of West Road down as far as the 'Admiralty Point Military Reserve', but excluded 'District Lot 229' from which the 'Belcarra Bay' subdivision was created in 1908.)

Woodhaven Subdivision – Phase One

Prior to 1907, many individuals applied to the 'Dominion Government' wanting to buy Crown Land adjacent to Bedwell Bay in order to subdivide it and market lots for summer residences.

In 1907, the 'Dominion Government' proposed creation of a new subdivision to be called 'Woodhaven' from the eastern portion of the old 'Bedwell Bay Timber Lease' (T.L. 'M') and part of federal 'Timber Berth 228'. 'Timber Berth 228', granted by the 'Dominion Government' in 1900, was located west of 'Sasamat Lake' and covered most of the proposed 'Woodhaven Subdivision' area. 'Timber Berth 228' was cancelled in 1909.

Federal 'Timber Berth 463' at Bedwell Bay was granted in 1906 and the waterfront portion of 'Timber Berth 463' was cancelled effective 1st July 1909 when the land was required for creation of the 'Woodhaven Subdivision'.

In 1908, the 'Department of the Interior' initially identified 1250 acres (507 ha) of Crown Land surrounding Sasamat Lake for "special survey". However, only the Crown Land on the west side of Sasamat Lake, adjacent to Bedwell Bay, was subsequently surveyed. The subdivision was surveyed by the 'Department of the Interior' (A.W. Johnson, D.L.S.) with the road alignments and lot layouts designed to follow the contours of the Bedwell Bay hillside. The survey for the first phase was completed in late 1909 and cost \$10,000 (about \$250,000 today).

The one-third, one-half and one-acre lots — average lot size about one-half acre — each had a view of the water, the North Shore and Mount Seymour. The first 191 "villa lots" in the proposed 637-lot 'Woodhaven Subdivision' (Plan 3014) were sold by auction on 6th April 1911, and 186 of the lots sold for an average price of \$325 (about \$8,000 today). At the time the first lots were auctioned by the 'Dominion Government', no roads had been opened, nor improvements made, and there was no community wharf in Bedwell Bay. The lots were only accessible either from the Bedwell Bay foreshore or via a trail (an old logging road) from the wharf at Belcarra Bay.

Most of the lots in the 'Woodhaven Subdivision' were never developed and most of the roads never built. By 1911, only about 10 cottages had been built that varied considerably in size and ranged in price from \$400 to \$1400 each (about \$9,000 to \$32,000 today). However, as a result of the 1913 depression prior to 'World War One', the post-WW1 mini-recession, and the 'Great Depression' of the 1930s, most of the undeveloped properties reverted back to the Crown due to non-payment of taxes.

Woodhaven Subdivision – Phase Two

The extension to the 'Woodhaven Subdivision' ('Phase Two') proposed in 1912 covered the area south and east of 'Phase One'. Main Avenue was to run through and join-up with 'East Road' (called 'Bedwell Bay Road' today) where it runs along the west side of 'Windermere Lake' (called 'Sasamat Lake' today). The survey work for the 'Phase Two' extension was eventually completed at a cost of about \$20,000 (about \$500,000 today) and registered in the 'Land Title Office' in 1917. However, only a handful of the 446 lots within the 'Phase Two' extension were ever sold (along Main Avenue), and the roads were never built.

In 1930, the 'Dominion Government' returned the former provincial Crown Lands within the 'Railway Belt' back to the Provincial Government which included all the unsold properties located within the 'Woodhaven Subdivision' and the large tracks of Crown Land around 'Sasamat Lake' and south of the 'Woodhaven Subdivision'.

In the 1940s, there were no more than 10 year-round homes in the combined area around Belcarra Bay, Belcarra Peninsula and Bedwell Bay. The remainder were either summer cottages or squatters' cabins, accessed by boat, or by hiking the trail from loco, around 'Sasamat Lake', and along Bedwell Bay to the picnic grounds at 'Belcarra Park'.

During 'World War Two', a substantial portion of the 637 lots that comprised the 'Woodhaven Subdivision' (Plan 3014) was placed in "reserve" and land sales halted, but some Crown-owned lots were subsequently offered for sale again after 'World War Two'. In 1946, lots began to sell for a dollar a foot frontage and many purchasers bought two to four lots each. In 1948, the Provincial Government initiated a "Plan Cancellation", to show intent to cancel a large portion of the 'Woodhaven Subdivision', in order to save the cost of building roads in the area.

Roads & Utilities

The first rough gravel road from the 'Imperial Oil Company' pump house at 'Sasamat Lake' into the 'Woodhaven Subdivision' was built as far as Senkler Road in 1952, extended to Kelly Avenue in 1953, and further extended to the top of the hill in 1954, but the road was subject to wash-outs during the heavy winter rains. Gradually, the road was good enough to drive on with a car as the loggers kept pushing it westward, and by the spring of 1955 the dirt and gravel road was above West Road. Along with road access, electricity and telephone (party line system) services also arrived to the Bedwell Bay area in 1955. However, electrical power didn't reach the Belcarra picnic grounds until 1959 due to the absence of an easement for the powerline.

During the summer of 1955, the company that was logging in the Bedwell Bay area cut a temporary road down to the waterfront through J.P.H. (Percy) Bole's property. Percy and his wife Kathleen owned the property adjacent to West Road and provided local cottage owners with access down to the Bedwell Bay shoreline. Percy Bole put a gate on the road with a lock and key, and this was used until the provincial government built a proper road. Prior to 1965, there was no bridge across 'Sasamat Creek' so people had to cross via an old cedar log to get to the trail on Senkler Road and the old logging road that went to YMCA's 'Camp Howdy'.

There was no legal road right-of-way connecting the 'Woodhaven Subdivision' with the Belcarra picnic grounds until 1964 when the 'Ministry of Highways' surveyed a road right-of-way from West Road across J.P.H. Bole's property to 'Bedwell Bay Road' (called 'Midden Road' today). It was at that time that the several sections of road with different names going from First Avenue in loco to the Belcarra picnic grounds were collectively renamed 'Bedwell Bay Road'.

Parcel 48

The Provincial “reserve” was partially removed from the ‘Woodhaven Subdivision’ in 1948 and, in 1964, the Provincial Government finally cancelled the portion of the ‘Woodhaven Subdivision’ that was still under “reserve” southeast of Main Avenue and Bedwell Bay Road, merged the undeveloped lots and labelled the consolidated Crown Land as ‘Parcel 48’.

The [‘Village–GVRD Agreement Package’](#) dated April 1983 (the ‘Agreement Package’) marked the completion of three years of negotiations between the parties regarding proposed boundaries, management of the park, and impacts on the community. The substance of the ‘Agreement Package’ was documented in 35 pages of maps and text, with another 27 pages of appendices. The ‘Agreement Package’ was subsequently ratified by ‘Village of Belcarra’ municipal Council on May 3rd, 1983, by the ‘GVRD Park Committee’ on May 11th, 1983, and by the ‘GVRD Board’ on May 25th, 1983.

The ‘Agreement Package’ documents the extensive negotiations with the GVRD and the commitments from those negotiations are embodied in Belcarra’s [‘Official Community Plan’](#). Also, since the ‘Agreement Package’ was formally endorsed via resolutions by both the GVRD Board and Belcarra Council it is also a legal document that both parties must respect.

‘Parcel 48’ was all of the consolidated provincial Crown Land located northeast of West Road between the ‘Woodhaven Swamp’ and the residential properties along Main Avenue and Bedwell Bay Road. A significant portion of ‘Parcel 48’ was NOT transferred to the GVRD to become part of ‘Belcarra Regional Park’ and remains provincial Crown Land today.

It is also important to note that the Park land located southwest of West Road, which includes the picnic grounds and adjacent areas, was NOT provincial Crown Land. It was fee-simple land that comprised J.P.H. Bole’s estate purchased by the GVRD in 1971.

The ‘Belcarra Regional Park’ boundary was established along the height-of-land above the ‘Woodhaven Subdivision’ and the provincial Crown Land below the height-of-land was reserved as ‘watershed’ and is still zoned as ‘watershed’ today. The ‘Woodhaven Watershed’ area is still legally known as ‘Parcel 48’ and was NOT transferred to the GVRD as part of the Park.

The many issues negotiated became a “package of items” mutually agreed by the parties — there was NO one-for-one deal regarding ‘Parcel 48’. One of the “big ticket” items to which the GVRD had to commit was construction of the ‘Woodhaven Bypass Road’ (called ‘Tum-tumay-whueton Drive’ today). In 1983, this was a huge commitment for the GVRD estimated at the time to cost \$4 million (nominally \$10 million today). The GVRD did NOT get a “free lunch” as some try to suggest. Does anybody today question the significance of having a separate bypass road which removes the Park traffic from Bedwell Bay Road?

Any topographic map of the area shows that ‘Tum-tumay-whueton Drive’ was constructed along the optimum alignment between the ‘Woodhaven Swamp’ (part of ‘Parcel 48’) and the height-of-land Park boundary. In addition, where ‘Tum-tumay-whueton Drive’ meets the ‘Burrard Thermal Plant’ road there are two exit options. The first option is east past ‘Sasamat Lake’ and the second is south to the ‘Burrard Thermal Plant’ site which has dock access on Burrard Inlet. This makes ‘Tum-tumay-whueton Drive’ an excellent emergency escape route for Belcarra residents.

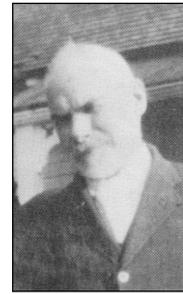
People have to remember that the nascent ‘Village of Belcarra’ did not have “veto power” over the province’s disposal of the Crown Land that comprised ‘Parcel 48’. The shared allocation of ‘Parcel 48’ was a discretionary decision by the province who gave direction to the negotiating parties to “come to an agreement or they would make the decision for them”. The GVRD had requested that ALL of the Crown Land be transferred for ‘Belcarra Regional Park’ but in the end the GVRD only got about half of the Crown Land it requested plus it had to make a number of significant commitments to the ‘Village of Belcarra’. For example, the lease of the ‘Civic Recreation Area’ (West Road to Ray Creek) and subdivision of residential properties on the south side of Bedwell Bay Road (~5 acres) and on the north side of Senkler Road (~5 acres).

Origin of the names 'Woodlands' & 'Woodhaven'

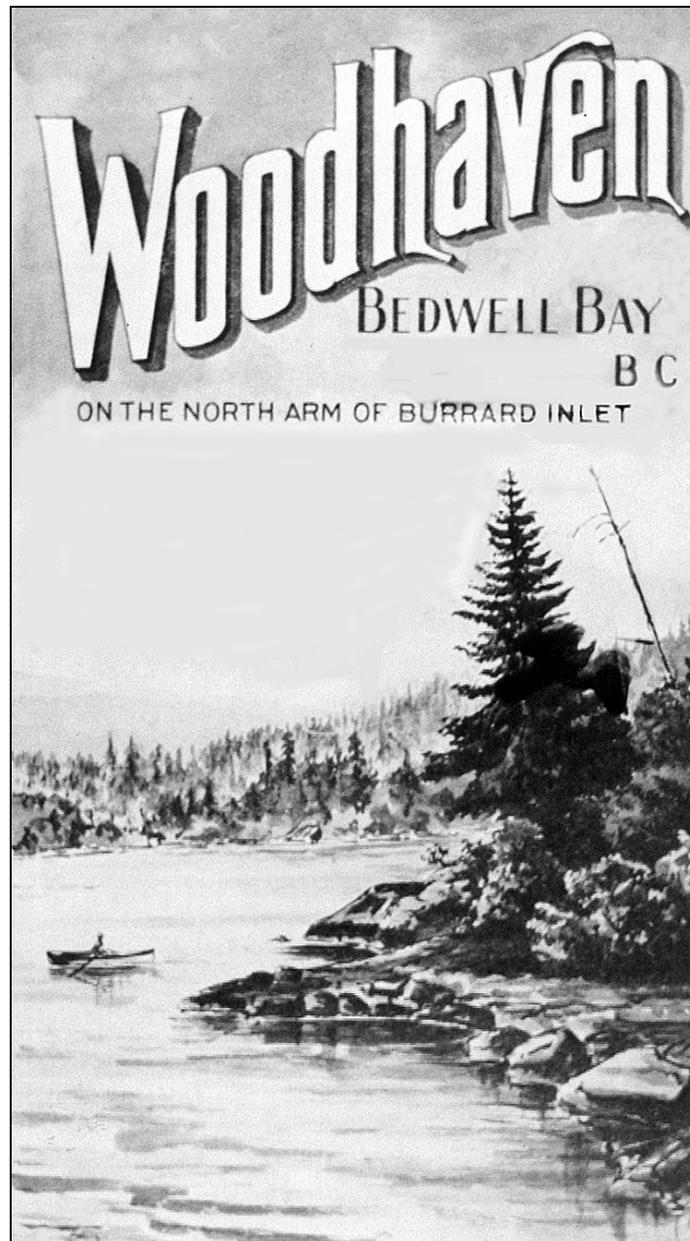
'Woodlands' and 'Point Beautiful' form the northern most part of District Lot 871 on the western shore of Indian Arm in North Vancouver, directly across from Bedwell Bay and Farrer Cove. In 1904, it was owned by Hugh Myddleton Wood. In 1906, he sold the parcel to his son-in-law, J. Eades Ward, a realtor who subdivided the land into 14 waterfront lots and named the subdivision 'Woodlands'. Hugh Myddleton Wood also purchased a half-interest in the subdivision at 'Twin Islands' in 1908.

Source: Sparks, Border, Inwood; *Echoes Across The Inlet*; Deep Cove and Area Heritage Association, 1989.

Note: It is the author's speculation that the name 'Woodhaven' was given to the Bedwell Bay subdivision, also conceived in 1906, as a derivation of the 'Woodlands' name.



Hugh M. Wood
(NV Archives)



WOODHAVEN

BEDWELL BAY, B.C.

NORTH ARM OF BURRARD INLET

SALE OF VILLA LOTS

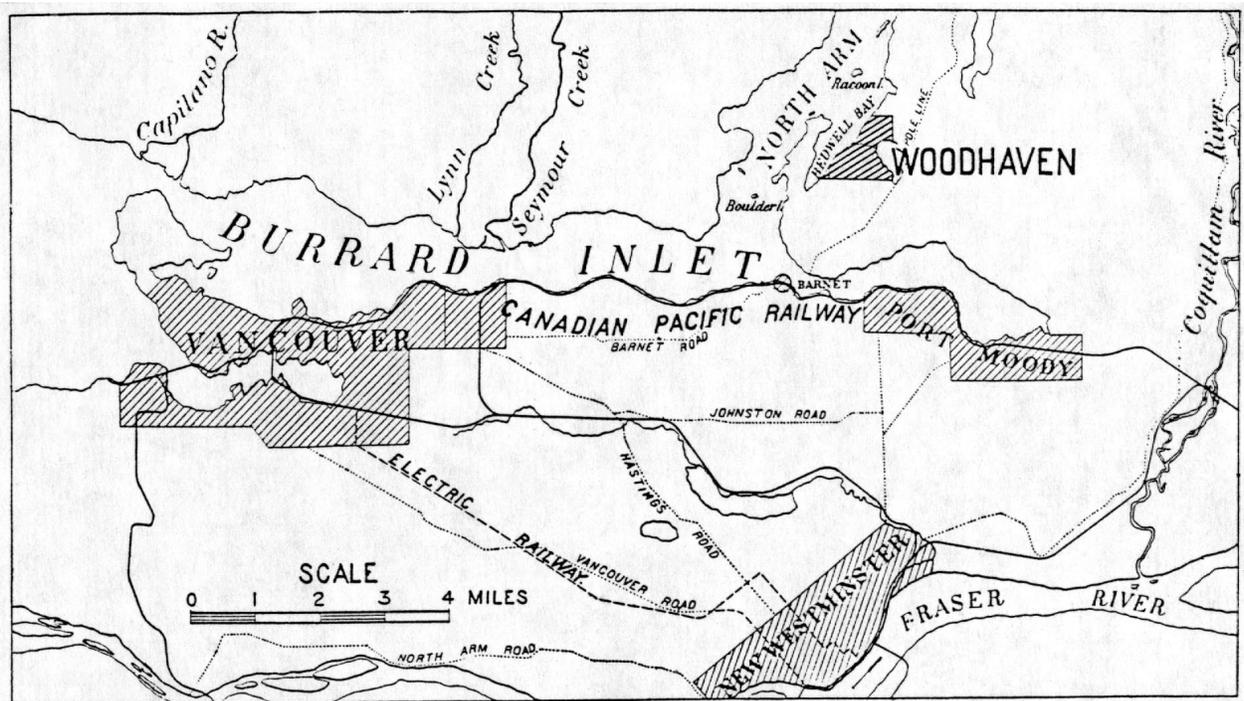
The Government of the Dominion of Canada, Department of the Interior, Ottawa, will shortly offer for sale by public auction, in Vancouver, about two hundred lots suitable for summer residence purposes, subdivided for the purpose of meeting the demand for such property on the part of citizens of Vancouver, New Westminster and adjacent points. The date and place of sale will be announced at an early date.

The subdivision is located on Bedwell Bay, a part of the North Arm of Burrard Inlet. The distance from Vancouver or New Westminster is about 12 miles. The key plan herewith shows the location of the subdivision in relation to the Lower Coast District.

ON ARM OF THE PACIFIC

Burrard Inlet is a large arm of the Pacific Ocean extending from Vancouver 12 miles inland. It constitutes the harbour of Vancouver, being deep enough and wide enough for the largest vessels plying on the Pacific. Eight miles from Vancouver another large arm extends from Burrard Inlet almost "due north". This Inlet is known as the North Arm. Its length is about 13 miles. About four miles up, it contains a Bay known as Bedwell Bay. The subdivision to be offered for sale lies along the east shore of this Bay.

The North Arm is flanked on both sides by huge mountains. Those in the distance at the north end are always snowcapped. The scenery is of exceptional grandeur. The shores on both sides are in the main precipitous, but at a few points there are breaks in the mountains which afford small areas suitable for building purposes. The largest of these is the area lying along Bedwell Bay.



BETWEEN SEA AND LAKE

About half a mile east of Bedwell Bay there is a fresh water lake. It is 135 feet above the level of the Bay. A fine creek runs from it to the Bay. The entire area between the Bay and the Lake has been divided into blocks. Only those blocks close to the Bay shore, to the Creek and to the Lake have been subdivided into villa lots. As the demand for lots increases, additional blocks will be subdivided. The lots already marked off total about 200. Those on the Bay shore have a water frontage of 100 feet. The area varies but the average is about a half-acre. The lots along the Lake have a frontage of about 135 feet and an area of about half an acre. The inside lots in all the blocks average about $\frac{3}{4}$ of an acre.



View From Bedwell Bay

THE SURVEY

Special care has been taken to lay-out the subdivision to conform with the topographical features. Instead of rectangular blocks there is an artistic subdivision characterized by gracefully curving streets and roads. No expense has been spared in making the survey as complete as possible.

It is based on a contour plan of the locality, and the roads which have the full width of 66 feet, are in most instances on very good grades. The roads are all curved, and there are no rectangular blocks at all; the object being to give every lot the best possible view. Eight-foot trails have been cut along all roads so that every lot is accessible, and instead of wooden pegs, iron posts and stone mounds have been used to mark the boundaries of the lots.

A broad avenue has been marked-off along the water front in order that access to the sea water may be open to all lot owners. Beyond the survey lines and the eight-foot trails referred to above nothing has been done in the way of improvements in the subdivision. The area has been left in a state of nature.

DESCRIPTION

The area subdivided rises gradually. Unlike most places along the North Arm, there is a considerable depth of soft soil instead of comparatively bare rock; gently rising natural terraces instead of precipitous bluffs. The area is well, wooded, so that every lot can at once be made into a small private park.

The land subdivided was until recently within the boundaries of a timber limit. That is the reason it did not long ago become available for the public. In the meantime, its value for summer residence purposes has grown rapidly. When the question of its disposal came-up, it appeared to the Department that the land was too valuable to dispose of otherwise than by public competition. It also appeared that the surest way to give the public an opportunity to secure summer residence property under favourable conditions was for the Government to do the subdividing and sell the lots by public auction.



Camp At Bedwell Bay

ON SALT WATER

The North Arm affords an ideal location for summer homes, for people residing in Vancouver and adjacent points. Its outstanding advantage is the fact that it affords salt water locations without exposure to the storms of the main coast.

The beauties that characterize the North Arm are perhaps best told by extracts from a special article which was published in the *Vancouver Daily Province* on April 13th, 1907. The article in question was written by Mr. J. P. McConnell, now editor of the well-known Vancouver weekly, *The Saturday Sunset*. It might be explained that the attractions of the North Arm have already drawn a fair contingent of summer residents, fifty or more cottages dotting the shores, and that to-day the Arm is not the comparatively unknown land it was four years ago when Mr. McConnell's article was written.



A Point In Woodhaven

The following is the description, in part:

“Vancouver as a city of surpassingly beautiful environs will have a world-wide fame when these great natural features become known to the world.”

“Take for instance the North Arm, only one of a dozen of the beautiful spots within easy access of the city. That sheet of water will, in a few years, take its place among the show places of the continent and rank with the ‘Thousand Islands’ of the St. Lawrence, the ‘Palisades of the Hudson’, the ‘Niagara Falls and Gorge’ and the ‘Grand Canyon’ of the Colorado as a natural scenic attraction.”

“The North Arm has the rocky islets, the deep shadowed coves, the boating and canoeing facilities of the ‘Thousand Islands’. There is not one attractive feature of that famous island studded sheet of water which the North Arm does not possess save the summer cottages, chalets and hotels, and they are bound to come. In comparison with the lovely wooded heights of the North Arm with its wealth of colour and variety of outline, the ‘Palisades of the Hudson’ are insipid and flat...”

“Up the North Arm (and by the way what a barbarous name that is to give such a beauty spot) we have the Palisades for gentle terraces, we have the thousand rocky islets dotting the water; at the upper end are snow-covered mountains towering from 3,000 to 5,000 feet, making a canyon clothed in a hundred tones of eternal green, floored with the salt tide of the Pacific Ocean and crowned with silvery caps of dazzling snow.”

“And at its head comes in the ‘Meslillooet River’ more commonly called ‘Indian River’, a glacial stream so clear one may count the pebbles twenty feet below the surface and at its mouth a wide-level delta covered with a light growth of alder and willow.”

“But the keenest pleasure the nature-lover can ask is to wander-up one of the numerous old trails, miles of which wind here and there through the mountains relics of the lumbering days now past, through the tangled semi-tropical growth of ferns and creepers festooned from stately firs and cedars.”



Part of Shore, Bedwell Bay

“From one point on the Arm, half a dozen magnificent cascades leaping in series from the lofty snows in two, three and five hundred-foot falls of pearly sprays, may be counted...”

“While the forests have been logged-out, there is scarcely a visible scar of man’s depredations save here and there a moss-grown giant stump, an abandoned log chute and the trails which make it easy to visit the beauty spots and explore the wondrous forests and cliffs.”

“And over all the beautiful scene, imparting to it the majesty and grandeur that puts it in the ‘Fraser Canyon’ or ‘Niagara Gorge’ class, tower the stately mountains, solemn in their huge bulk and silence. Viewed from the water, they welcome one with a menace, they beckon and challenge. You watch the flitting sunlight and shadow swiftly pass over their verdure clothed slopes, upward and away, and in you stirs a yearning desire to follow and scale their summits. But those summits — crowned with dazzling snow or opalescent glaciers, alluring in their beauty, repellent in their icy chill and sinister hardness, loveliness enshrined in peril for him who would dare to worship at her feet.”

“Far up above the timber line, the tiny stunted shrubs, poke their tops through the swirling, misty snows, further up it is only snow, snow, and glittering ice piled against the pitiless bare rocks. See that streak of flying mist, hear that faraway choo-oog, and then the crackling crash as the avalanche speeding down a mile of snow plunges into the timber, then down, down to the region of summer-heat, there to melt and sink into the rocks to come forth again in rivulets, glittering, ice-cold and crystal clear.”

“As the evening shadows crept up the western slopes of the mountains across the Inlet a panorama of colour was presented, which no artist’s palette could reproduce. The waters calm as a baby’s slumber, reflected and duplicated the whole wondrous picture. Just above the water line the cool, dark purple began, gradually it warmed into golden brown as the sunlight bade a wavering farewell to the valley. Upward crept the shadows, the base deepening into black, then deepest purple above, then blue, atop of that gold, where the sun’s rays still lingered on the timber, above it the snow caps scintillated, glittered and gloried in a sheen of creamy silver.”



“As the sun went down behind us, his parting rays gently touched the silvery snow caps tinging them to shell-like pink in the lights, and to misty cold blue in the shadows. In a moment, the whole glorious summit was bathed in fire and scarlet, the overhanging clouds seemed to rain upon the summit some of their own magnificent plethora of colour until the scene became one of entrancing, soul-absorbing beauty. Few pens, much less mine, have lived, with the power to describe truly or even approximately the witchery of that scene. And fewer pens can express the feeling of the beholder who genuinely loves the beauties of a wild and tremendous nature, as one may see there.”

“Then as the ‘sentinel stars set their watch in the sky’ and the great dome of heaven changed from purple black to intense Prussian blue, studded with glittering points of starlight, the huge bulk and grand sweeping curves of the mountain’s escarpment loomed in a great black mass before us and the evening breeze awoke, rustling the pine tree tops to sougling whispers as we gathered about the camp fire, to think and talk of the glories we had just witnessed in that North Arm sunset...”

“With a good boat it would be possible for business men to live at almost any point on the Arm, coming down in the morning and returning in the evening. Already there are a score of cottages dotting the shores at various points, and a number of others are to be built this season.”

“With some judicious advertising and the facilities for getting to it, the North Arm is bound to become one of the greatest attractions this city possesses. If such a feature were contiguous to New York, that city would be as famous for its scenic attractions as it now is as the first city of the continent. Think of the millions of people who visit ‘Coney Island’ by boat and tram — a barren sandy waste, its single attractive natural feature the sea, then

reflect upon the thousands who take a four-hour monotonous lake sail from Toronto to Lewiston for the sake of a forty-five-minute, dusty trolley ride up the 'Niagara Gorge', the interest of which may be exhausted in two or three trips, or the hundreds who leave Montreal every Saturday afternoon to ride for three to five hours in hot crowded cars to the lakes of the Laurentians, there to spend Sunday amid a nature not a quarter so beautiful as the North Arm. Yet here we have a trip unsurpassed in beauty and accessibility in the world. From the moment we leave the wharf, nature presents to our enchanted view a panorama of mountain, water, sky and rocky islet of such variety and charm that its interest is endless. Every passing cloud, every new mood of Nature presents an entirely new picture, an entire change in the scheme of colour. Every fathom the boat moves presents the scene in a new way. And what I have written here is an attempt to describe it as I have seen it in early April..."

"But natural beauty and climate are not all the North Arm has to offer to visitors. The hunter and fisherman will find plenty of recreation there. Myriads of ducks of all kinds are feeding and treating there now. On one side of the arm deer are plentiful in season. On the other, among the lofty peaks, the bighorn and mountain goat roam. Game birds, grouse and prairie chickens are numerous."

"In the waters of the Arm in season salmon are plentiful, and may be taken with trolls. Indian River is a fatuous trout stream, and a good catch may be depended upon at any time."

"One might spend an entire summer on the North Arm, make a different trip every day, amuse himself in a new way seven days in the week, and yet not exhaust its list of attractions. Then next season he could go all over it again with renewed delight. Residents of Vancouver may spend every week-end amid its recesses in every summer of a lifetime, and find a new interest in every visit."

TERMS OF SALE

The lots will be sold by public auction in Vancouver, and the terms will be as follows:

One quarter of the purchase price in cash at the time of sale and the balance in three equal annual installments with interest at the rate of five per cent per annum on the balance of the purchase money and of the interest from time to time remaining unpaid.

Upon a parcel of land being knocked-down, the purchaser shall immediately deposit the sum of fifty dollars with the clerk of the sale, otherwise the parcel will at once be put-up again. For this purpose, intending purchasers should provide themselves with marked cheques on chartered banks of Canada, made to their own order and payable at par at Vancouver; or with bank notes of as large a denomination as possible. The balance of the cash installment must in every case be paid before the close of the sale, failing which the deposit of fifty dollars will be forfeited and the sale cancelled.

Cheques will not be taken in payment unless marked accepted by the bank on which they are drawn.

Descriptive booklet and map may be had on application to the Secretary, Department of the Interior, Ottawa; W. M. Ingram, Superintendent of School Lands, Winnipeg; or to the Agents of Dominion Lands, New Westminster and Kamloops, B.C.

PERLEY G. KEYES, Secretary
Department of the Interior
Ottawa, Ontario

AUCTION SALE

Auction Sale of the lots referred to in this pamphlet will take place at Pender Hall, 804 Pender Street West, Vancouver, on Thursday, April 6th, 1911, at 10.30 a.m.

Woodhaven Subdivision Map

The following is a map of the "WOODHAVEN" subdivision, as it was laid-out in 1909, located in what is now the *Village of Belcarra*. Vancouver's first City Archivist, Major J.S. Matthews (J.S.M.), found this map and wrote below it a history of how the names for all the roads were chosen. Major Matthews was appointed Archivist by Council for the *City of Vancouver* on May 21st, 1933, and until his death in 1970 Major Matthews:

- collected thousands of documents and photographs;
- recorded his conversations with pioneers;
- interviewed native people; and
- completed over 40 publications on the *City of Vancouver's* history.



Major J.S. Matthews

The notation by Major J.S. Matthews on the bottom of the map reads as follows:

This map was issued about 1910 attached to a pocket size pamphlet entitled "WOODHAVEN, Bedwell Bay, North Arm of Burrard Inlet" by Perley G. Keelys, Secretary, Department of the Interior, Ottawa. This pamphlet announces that the Department will offer for sale by public auction about 200 lots, called "villa lots" suitable for summer residences. The auction sale of the lots is to take place at Pender Hall, 804 Pender Street West, Vancouver, on Thursday, April 6th, 1911, at 10:30 a.m. The street names indicate the sponsors: Sir Richard McBride, former Premier, Senator Hewitt Bostock, Hon. R.G. Tatlow, Hon. Harry H. Watson, M.L.A. Hon. William J. Bowser, Hon. Dr. Henry Young, M.L.A., J. Henry Senkler, KC, Barrister, His Honour T.R. McInnes, former Lieut. Gov., Hon. Joseph Martin, former Premier. The others may be F.W. Peters, Supt. Can. Pac. Rly., or Col. Peters, D.O.C. Victoria, Taylor or Neeland, (or Neelands) may be Mayors of Vancouver, Kelly and Monto may be Robert Kelly of Kelly Douglas & Co., and Dr. H.S. Monto. Fulton, Jardine, Campbell, Grant, and Webster were all names of men in public life about that period. The possession of a summer cottage on the North Arm was considered very fashionable and many of the eminent had some beautiful homes. West Vancouver was an inaccessible wilderness. Then followed a "slump" in the real estate "boom", and when war broke-out in August 1914, values collapsed, property became unsaleable and, as an instance, the land now known as "ORLOMAH" on which \$60,000 had been spent, was abandoned, and when years later it was sold, did not fetch more than a fraction of the taxes owing.

A handwritten signature in black ink that reads "J. S. Matthews". The signature is written in a cursive style with a large, stylized initial 'J'.

Vancouver City Archives, 1953.

Woodhaven Subdivision's Street Namesakes



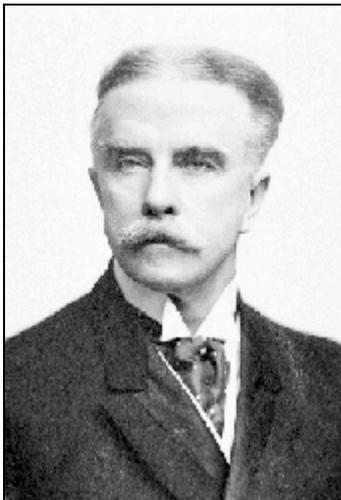
Hon. Sir Richard McBride
Premier 1903-1915



Hon. Hewitt Bostock
Senator 1904-1930



Hon. William J. Bowser
Premier 1915-1916



Hon. Dr. Henry E. Young
MLA 1907-1915



Hon. Robert G. Tatlow
MLA 1900-1909



Hon. Harry H. Watson
MLA 1909-1916



J. Harold Senkler, KC
Barrister & Solicitor



Louis D. Taylor
Mayor 1910-1911



Robert Kelly
Kelly Douglas & Co.