

## **“Spirited Bidding Feature of Sale”**

### **Woodhaven Lots Offered at Government Auction Bring \$60,450**

**Researched By: Ralph Drew, Belcarra, BC, April 2025.**

**Source: [Vancouver Province, Friday, April 7<sup>th</sup>, 1911, page 27.](#)**

“Woodhaven, the Terminal City’s [Vancouver’s] summer resort, situated along the North Arm [Indian Arm] of Burrard Inlet at a point known as Bedwell Bay promises to become this year one or the leading places of attraction for residents of this city, judging by the government sale. Woodhaven until recently was within the boundaries of a government timber limit, but it has now been subdivided and was yesterday offered by the Dominion Government [of Canada] for purchase at public auction.”

“In the 100 acres [40 ha] or more of land in Woodhaven, some 200 lots, averaging from a quarter to three quarters of an acre [0.10 to 0.30 ha], were put up for sale, and that the sale was a success is proved when it is stated that every lot offered was sold, the amount realized from the different parcels disposed of being exactly \$60,450 [about \$1.7 million today]. The highest price paid for one lot was \$1010 [about \$28,000 today] and the lowest figures \$50 [about \$1500 today]. The latter price, however, merely represents what was paid for the smallest lot in the subdivision.”

“Spirited bidding and a record attendance marked the opening of the sale at 2:30 o’clock in the afternoon when Auctioneer G. McCuaig offered Lot 1, Block 1, for sale and knocked it down [closed the bidding] after a few minutes bidding for \$750 [about \$21,000 today]. From then on, the sale continued without a hitch.”

“Block 4 seemed to be the favourite spot of those present and when this block was offered, bids were not backward in boosting the price of each lot up almost on par with property within the [Vancouver] city limits.”

“Lot 2 in this block [Block 4] brought the highest price of the sale, it being sold to Mr. A. Tyson for the sum of \$1010 [about \$28,000 today]. Mr. Tyson also secured the adjoining corner lot for \$550 [about \$16,000 today]. The leading purchasers at the sale were Messrs. C.A. Schooley, Cecil New, H.C. Ackroyd, Robert Kelly, F.C. Wade, W. Bailey, Q.J. Trotter, G. Risteen, R.S. Forbes, J. McEwen, A. Tyson, and A.N. Smith.”

#### **Afternotes:**

1. In 1870, the ‘Bedwell Bay Timber Lease’ (Timber Lease ‘M’) was issued to the ‘Moodyville Mill’ by the ‘Colony of British Columbia’ and hand-logger Stephen Decker (1827–1911) settled at Bedwell Bay (*a.k.a.* ‘Decker’s Bay’) and began logging for the ‘Moodyville Mill’.
2. In 1887, as a result of the land speculation due to completion of the CPR transcontinental railway, the ‘Dominion Government’ placed a “reserve” on the sale of Provincial Crown lands at the western terminus of the ‘Railway Belt’ which included all Crown lands around Belcarra Bay, Belcarra Peninsula, Bedwell Bay, Sasamat Lake and Farrer Cove.
3. In 1907, the western portion (96± acres) of the ‘Bedwell Bay Timber Lease’ (T.L. ‘M’) was sold to Florence Blanchard Bole (1860–1928), wife of William Norman Bole (1846–1923), and was inherited in 1928 by John Percy Hampton Bole (1882–1966) when his mother died.
4. 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’.
5. 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.
6. On 6<sup>th</sup> April 1911, the first 191 “villa lots” in the proposed 637-lot ‘Woodhaven Subdivision’ (Plan 3014) were sold by auction. 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.

7. By 1911, only about 10 cottages had been built that varied considerably in size and ranged in price from \$400 to \$1400 each (about \$11,000 to \$39,000 today). Most of the lots in the 'Woodhaven Subdivision' were never developed and most of the roads never built.
8. In 1912, an extension to the 'Woodhaven Subdivision' ('Phase Two') was proposed which covered the area south and east of 'Phase One'.
9. In 1917, the survey work for the 'Phase Two' extension was completed at a cost of about \$20,000 (about \$500,000 today) and registered in the 'Land Title Office'.
10. 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'.
11. 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 Ioco, around 'Sasamat Lake', and along Bedwell Bay to the picnic grounds at 'Belcarra Park'.
12. 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'.
13. 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.
14. In 1964, the Provincial Government 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'.