



TOWNSHIP OF LANGLEY

OUR SHARED HISTORY: HISTORIC CONTEXT
STATEMENT AND THEMATIC FRAMEWORK

BACKGROUND

AUGUST 2017

DONALD LUXTON
AND ASSOCIATES INC



TABLE OF CONTENTS

HISTORIC CONTEXT	3
1. The Great River, the Fertile Valley	6
2. First Nations	8
3. Contact	11
4. The Hudson’s Bay Company	13
5. Outpost of Empire	15
6. Growth & Consolidation	18
7. The Great Western Boom	23
8. Conflict & Turmoil	25
9. Postwar Langley	28
10. Langley Today	30
THEMATIC FRAMEWORK	31
THEME 1: HABITATION	31
<i>Subtheme 1.A: Enduring First Nations Presence</i>	31
<i>Subtheme 1.B: Multicultural Settlement</i>	37
<i>Subtheme 1.C: Community Development</i>	38
<i>Subtheme 1.D: Natural & Cultural Landscapes</i>	44
THEME 2: ECONOMIES	48
<i>Subtheme 2.A: First Economies</i>	48
<i>Subtheme 2.B: Transportation & Infrastructure</i>	50
Component 2.B.1: Rivers & Waterways	50
Component 2.B.2: Trails & Roads	51
Component 2.B.3: Railways	54
Component 2.B.4: Aviation	57
Component 2.B.5: Power Generation & Distribution	59
Component 2.B.6: Water Supply & Management	62
<i>Subtheme 2.C: Communication</i>	63
Component 2.C.1: Postal System	63
Component 2.C.2: Telecommunications	64
<i>Subtheme 2.D: Extraction, Production & Distribution</i>	67
Component 2.D.1: Agriculture	67
Component 2.D.2: Fishing	72
Component 2.D.3: Lumber	73
Component 2.D.4: Industry	75
<i>Subtheme 2.E: Commerce & Service Industries</i>	77
Component 2.E.1: Banking & Finance	77
Component 2.E.2: Shopping & Retail	78
Component 2.E.3: Service Industries	81
<i>Subtheme 2.F: Labour</i>	83
THEME 3: GOVERNANCE	85
<i>Subtheme 3.A: Administration & Politics</i>	85
Component 3.A.1: Coast Salish Governing Structures	85
Component 3.A.2: Civic Administration	86
Component 3.A.3: Senior Governments	87
Component 3.A.4 The International Border	87

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

<i>Subtheme 3.B: Law, Order & Security</i>	88
<i>Component 3.B.1: Police</i>	88
<i>Component 3.B.2: Royal Canadian Mounted Police</i>	89
<i>Component 3.B.3: Fire Department</i>	90
<i>Subtheme 3.C: Defending Langley</i>	92
<i>Component 3.C.1: Langley at War</i>	92
<i>Component 3.C.2: Cenotaphs & War Memorials</i>	94
THEME 4: SOCIETY	96
<i>Subtheme 4.A: Spiritual Life</i>	96
<i>Component 4.A.1: First Nations Spirituality</i>	96
<i>Component 4.A.2: Religion</i>	97
<i>Component 4.A.3: Burial Grounds & Cemeteries</i>	100
<i>Subtheme 4.B: Education</i>	102
<i>Component 4.B.1: First Nations Education</i>	102
<i>Component 4.B.2: Public Education</i>	105
<i>Component 4.B.3: Post-Secondary Education</i>	107
<i>Subtheme 4.C: Health Care & Social Services</i>	109
<i>Component 4.C.1: Health Care</i>	109
<i>Component 4.C.2: Social Services</i>	110
<i>Subtheme 4.D: Sports & Recreation</i>	111
<i>Subtheme 4.E: Community Associations</i>	115
<i>Subtheme 4.F: Exhibitions, Fairs & Cultural Festivals</i>	120
<i>Subtheme 4.G: Social Movements</i>	121
THEME 5: ARTS	122
<i>Subtheme 5.A: Coast Salish Artistic Expression</i>	122
<i>Subtheme 5.B: Architecture & Design</i>	124
<i>Component 5.B.1: Coast Salish Architecture</i>	124
<i>Component 5.B.2: Architecture</i>	126
<i>Subtheme 5.C: Visual Arts</i>	133
<i>Subtheme 5.D: Theatre</i>	134
<i>Subtheme 5.E: Music</i>	136
<i>Subtheme 5.F: Dance</i>	137
<i>Subtheme 5.G: Literature</i>	138
<i>Subtheme 5.H Cinema</i>	139
<i>Subtheme 5.I: Community Collections</i>	140
<i>Subtheme 5J: Media</i>	142
<i>Component 5.J.1: Newspapers</i>	143
<i>Component 5.J.2: Radio</i>	145
<i>Component 5.J.3: Television</i>	146
ACKNOWLEDGEMENTS	148
BIBLIOGRAPHY	150
PHOTO CREDITS	
• CVA: City of Vancouver Archives	
• VPL: Vancouver Public Library	
• BCA: British Columbia Archives	
• LAC: Library and Archives Canada	
• MRM&A: Maple Ridge Museum & Archives	

PART A: HISTORIC CONTEXT



View of Hudson Bay Company post from the Fraser River, circa 1938. [James Crookall, photographer. CVA 260-825]

The story of the Township of Langley is a rich and varied narrative involving many cultures and activities. From its First Nations' habitation and enduring legacy, the establishment of Fort Langley and settlement by the Hudson's Bay Company, ongoing multicultural settlement, the establishment of a regional economy, and development as a modern community, Langley has played a role in provincial and national consolidation, and made considerable contributions to resources, trade and agriculture within the region. Its evolution as a community has resulted in a legacy of traditions and places that remain a continued source of local pride today.

BACKGROUND

Since time immemorial Coast Salish people have called this territory home. The development of Langley has been shaped by major geographical, political and socio-economic factors, but despite its recent growth, the Township retains significant heritage resources that provide a legacy of development from all eras of its history. Through a program of long-term stewardship, the Township of Langley has retained a considerable amount of its heritage character, and has broadened its initiatives to recognize the diverse heritage, spiritual and cultural values of its residents. The story of Langley includes a rich and varied legacy of many cultures and activities, including: First Nations' habitation and enduring legacy; the establishment of Fort Langley and settlement by the Hudson's Bay Company; ongoing multicultural settlement; a rich agricultural history; the establishment of a regional economy; and development as a modern community.

Internationally, there has been a shift in heritage conservation towards a 'values-based approach' that recognizes the importance of both tangible and intangible historical and cultural values as the basis for understanding our heritage. This approach is based on the recognition of the importance of different interpretations, levels and

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

meanings of heritage value, and considers a broad-based view that goes beyond just architectural and technological value. A values-based approach also looks at the broader cultural, social, economic and environmental aspects of our shared experience. It is important to consider that values are multivalent, and that a theme or a historic place can illustrate more than one value. This evolving view of heritage recognizes emerging trends in urban development and the need for integration and sustainability in community planning. A values-based approach also recognizes that heritage conservation strongly supports the cultural, social, economic and environmental pillars of sustainability. The Township of Langley has also been a leader in embracing the new programs developed since 2001 as part of the federal Historic Places Initiative. Since 2003, Langley has been documenting heritage sites through the use of Statements of Significance and through inclusion of these sites on the Canadian Register of Historic Places.

Our Shared History has been based on a bibliographic review of existing literature, comprehensive historic documentation and an extensive program of community consultation. It distills what we know about Langley's evolution, development and identity, and establishes a framework for determining the significance of an individual place within one or more of the identified themes, subthemes and components. The structure of the Thematic Framework is designed to be inclusive and expandable over time, and can be continuously updated as new information becomes available, new resources are identified and as different aspects of Langley's historical development become apparent or relevant. Specific subthemes and components can also be broken into individual elements as required. Further, the Thematic Framework provides a basis for the review of sites listed on the Register, and strengthens the reasons for their inclusion, and provides an improved approach to the evaluation of other historic places.

METHODOLOGY

This project has involved the following stages:

1. A project Task Force was selected by the Heritage Advisory Committee and endorsed by Council in September 2016. Its membership represented a range of stakeholders knowledgeable in the diverse aspects of Langley's past. The Task Force's role was advisory and participatory, and its objectives were to generate community awareness, solicit and share information, build upon information and processes already in place, and participate and advise on the outreach component of the historical and cultural review process.
2. A consultant was retained to work in concert with the Task Force and Long Range Planning staff in preparing the Historic Context & Thematic Framework.
3. Background research was initiated to assist in developing a deeper understanding of Langley's historical development.
4. Five public workshops were held in February and March 2017 to involve community stakeholders in the following topic areas: Langley's Built Heritage; Natural & Cultural Landscapes; Agriculture; Sports & Recreation; and The Arts in Langley.
5. Draft reports were prepared and reviewed.
6. An Open House was held on April 5th, 2017 to solicit public input.
7. The final report was submitted after further review by the Task Force, staff and the Heritage Advisory Committee.

The outcome of this work is a comprehensive framework from which to investigate, identify, understand, and assess heritage resources, based on their significance within the greater community context.

THE LANGLEY HISTORIC CONTEXT

The Historic Context is a narrative document that explores the major geographical, political and socio-economic factors and events that drove the historical formation of Langley. Although the process of preparing a Historic Context looks to the past to inform its content, it is not a written history in itself, but rather an exploration and chronological summary of the major thematic events that have contributed to Langley's development.

THE LANGLEY THEMATIC FRAMEWORK

The Thematic Framework explores themes identified in the Historic Context by breaking them down under the five key categories identified by the Parks Canada National Historic Sites System Plan Thematic Framework, adapted to suit local conditions. The outcome is a comprehensive framework that defines the range of significant historic activities and places in the development of Langley up to the present, including physical development as well as non-physical ideas, movements and events, thereby providing a basis to investigate, identify, understand, and assess heritage resources based on their significance within the broader community context. Themes may relate to development patterns and trends, such as social, cultural, political and economic forces, and are not determined chronologically; they may relate to all or only parts of the Historic Context. Sites that are currently on the Township of Langley Heritage Register have been calibrated against identified themes to better understand their community significance. As well, the Thematic Framework will be used to evaluate whether key community themes are comprehensively represented through tangible sites that can be commemorated, celebrated and conserved. The Thematic Framework will also assist in identifying elements of intangible heritage that represent other aspects of Langley’s historic legacy, and identify sites or topics that would benefit from further research, commemoration and interpretation.



Together, the Historic Context & Thematic Framework address how distinctive events and eras of history have shaped what Langley is today, which will aid in the future updating and management of Langley’s Heritage Program. This project has confirmed that the planning work, interpretation, regulation and incentives pursued by Langley for many decades has been an extremely effective base for the further development of a values-based approach to heritage management.

1. THE GREAT RIVER, THE FERTILE VALLEY



The Salmon River near Glover Road, circa 1938. [James Crookall, photographer. CVA 260-823]

Langley is located in a stunning natural setting, and the life of its inhabitants – and the development of the municipality – has always been tied to its natural topography and resources. The land provides the key to unlocking our shared histories, and understanding the development patterns and evolution of Langley’s current form. These shifting relationships are related to the geological, hydrological and climatic events that have shaped not only what lies beneath Langley, but also what flows through it, towers above it, and calls it home. The rich natural heritage has been sustained by an abundance of natural resources; the rivers and adjacent environs supported numerous fish species, shellfish, sea mammals, and plants that could be used as foodstuffs and as a source of materials. This land, which also provided a vast bounty of plants and animals, became intrinsically linked with the cultural identity of Coast Salish peoples. Over time, human modifications to the landscape included the logging of forests and filling of watercourses. Remnants of natural features, such as ravines, creeks and escarpments remain throughout the municipality as a legacy of this great landscape.

Langley’s topography is the product of two highly influential natural forces: glaciation and the potent force of the Fraser River. The geological foundation of glacial clay, sand and boulders reflects the end of the last period of glaciation and the retreat of the sheet of ice, more than 1.6 kilometres thick, which once covered the region. In addition, glaciation resulted in the current configuration of the Fraser River – the main channel for glacial meltwater in the region. Over thirteen thousand years ago, the massive Cordilleran Ice Sheet began to retreat. This ended the most recent glacial event in southwest British Columbia, known as the Fraser Glaciation. As the weight of the ice continued to decrease, the land rebounded and the coastline began to rise. The next 10,000 years resulted in significant events that shaped the Gulf of Georgia and the Lower Mainland into their present day forms.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

At this time the land was at least 360 metres lower than it is today. Glaciation was complete approximately 10,000 years ago, ushering in the Holocene. This era marked the beginning of the establishment of numerous contemporary plant species such as Douglas Fir, Western Hemlock and Spruce. It also saw the emergence and proliferation of two of the most important natural resources on the coast: the cedar and the salmon.

Draining an area of 220,000 square kilometres, the Fraser River carries sediments from its headwaters in the Rocky Mountains and deposits them at its mouth, creating the delta in the last 10,000 years that forms most of the Lower Mainland. The Fraser has been carrying out this transportation and deposition for roughly 70 million years, and the rich alluvial material deposited by the Fraser is ideal for agriculture. Without the immense volume and force of the Fraser River, the Lower Mainland's present geography would mirror that of the rest of the B.C. coast, with rugged mountains plunging directly into the Pacific.

While the Fraser River played a significant role in physically shaping the land, internal hydrology was also at work. Langley is home to salmon-bearing streams, and the riparian habitat created by these streams and creeks served as significant sources of sustenance (summer berry gathering grounds) for the indigenous people of this area as well as bountiful sources of fish (salmon and trout).

The land was once covered in rich forests of Douglas fir, cedar, pine, spruce, maple, yew and hemlock. Beneath the canopy and in forest breaks, willow and alder flourished, and depending on topography, the undergrowth was composed of deer and licorice fern, pigeon berry, yellow violet, an array of mosses and liverworts, devil's club and the hearty yellow blooms of the swamp lantern (skunk cabbage) visible in the ephemeral wetlands dotting the forest floor. Salal, blackberry, thimbleberry, red and yellow salmon berry, blueberry, huckleberry, black cap (black raspberry), Oregon grape and crabapple grew beneath the forest canopy and in the riparian areas of the many creeks and streams and in moist soils. Forests supported larger mammals such as bear, cougar, lynx and wolves, as well as songbirds, grouse and partridge. There were smaller areas of grasslands along the shoreline, around swamps and where lakes were created due to beaver dams. Areas rich in berries supported smaller wildlife such as skunk, porcupine, weasel, beaver, muskrat, groundhog and snowshoe hare.

The Fraser River is ecologically significant in supporting an abundance of wildlife. It was one of the richest salmon-bearing rivers in the world, home to all six species of Pacific salmon and one of the largest runs of sockeye salmon in the world. The Fraser also supports thirty-eight species of fish including sturgeon, char, whitefish, eulachon, trout, dogfish, smelt and herring. The estuary is also a feeding ground for over 200 species of birds including songbirds and game birds, and is one of the few places in the province where birds of prey such as falcons, hawks, eagles, owls and snowy owls overwinter. The Fraser River estuary serves as significant habitat for migrating birds and is a vital stop on the Pacific Flyway, a globally significant migratory pathway between South America and Siberia.

Over time, human modifications to the landscape included the logging of forests and filling of streams. Remnants of natural features, such as ravines, creeks and escarpments, remain throughout the municipality.

2. FIRST NATIONS



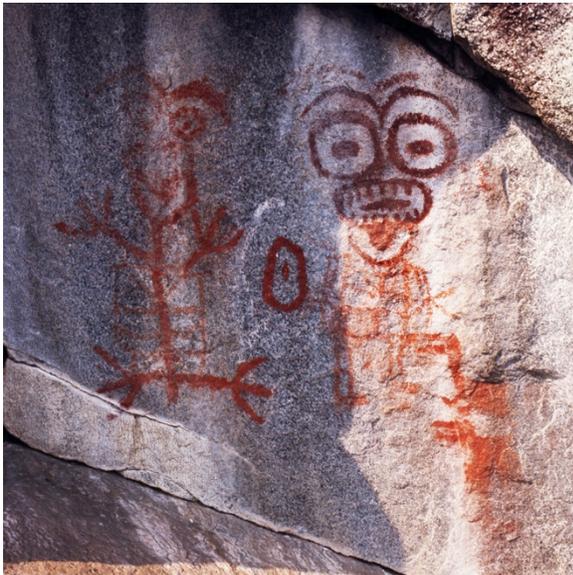
Women and children in dugout canoe on Fraser River, circa 1890. [Charles Trott Dunbar, photographer. CVA In P137]

This land is an ancient place, and since time immemorial Coast Salish people have called this territory home. Langley contains the traditional overlapping territories of the Kwantlen, Katzie, Semiahmoo, Matsqui, Stó:lō and Tsleil-Waututh First Nations. Their oral histories, place names, languages, villages, trails, resources, and sacred sites highlight the Coast Salish people’s deep and enduring connections to their territorial lands, and are the foundation of today’s Langley. Over twelve thousand years into the past, the Coast Salish inhabited this area, and continue to do so today. Despite the destruction of material evidence of the First Nations culture during the early colonizing period, the constant presence of indigenous people resonates throughout the intangible fabric of Langley. Indigenous stories are written in the landscape, and recognition of the identity and continual connection of the original people to the area provides context and depth to the municipality’s relatively recent, post-contact history.

As the landscape changed over time, the Coast Salish people adapted to these changes. Coast Salish communities always lived at the river mouth; as the location of the mouth changed over time, so did the locations of settlements. There is material evidence that First Nations’ people occupied the Stave watershed at least 12,000 years ago. The region’s first inhabitants developed tool kits of stone, bone and wood implements such as spears and knives, which aided in the harvesting of the land and sea. The development over the ensuing millennia reflected the stabilization of the sea level, and the emergence of the great forests that are the hallmark of the Northwest Coast.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

The harvesting and processing of land and sea resources were aided by the development of a complex toolkit, which in turn permitted the establishment of large seasonally-occupied villages. Cedar and salmon were critical resources that aided in the expansion and permanency of the Coast Salish peoples during this time. Salmon was, as it is now, a crucial resource for the Coast Salish, and permeated all aspects of life. Cedar's inherent natural properties made it an ideal material for the wet conditions of the Northwest Coast, and it was used for canoes, dwellings, ceremonial objects and clothing. Streams and rivers also provided fish and birds for hunting, and added to complex marine subsistence practices. The area was crossed by trails that brought people to canoe launches, salmon streams, clam beds, and many other resource-gathering sites within the rich ecosystem. With canoe travel a regular part of everyday life, the mountains, rivers and beaches of the North Shore were closely linked and easily accessed for hunting mountain goat, and for harvesting blueberries and many other resources. The local ecosystems and resources were, and remain, an integral part of Coast Salish educational and cultural systems.



Rock Paintings from the head of Pitt Lake.

The Coast Salish culture underwent a period of dramatic change during the last 1,500 years. The distinctive cultural characteristics associated with Coast Salish people began to emerge, and would be further developed during the historic period. Toolkits became more elaborate and specialized; basketry reflected the work of highly-skilled weavers; objects for personal adornment demonstrated a new level of refinement; there was increased production of stone, wood, bone, and antler artworks – some of which may have possessed ritual aspects – and a more highly-developed residential architecture emerged during this period. Connections were maintained and relationships were solidified through trade between groups to secure resources that were not abundant in their traditional lands. Historically there were no formal boundaries between Indigenous Territories; however, there were complex and

formal protocols between Nations that governed inter-nation travel, trade, and political relationships. In addition, there were family connections that persist to this day and connect all Nations up and down the Fraser River.



The Halkomelem language group is spoken by many Coast Salish Nations. There are three distinct Halkomelem dialects, including the Upriver *Halqeméylem*, Downriver *həŋqəmiŋəm*, and Island *Hulqumínum*. Other languages spoken in the Coast Salish territories include the North Straits Salish language that are spoken by southern Vancouver Island Nations, Semiahmoo First Nation in White Rock/Surrey/Langley, and Lummi Nation just south of the Canada/American border. These languages were on the verge of becoming extinct, but recent community-based efforts have been made to revive them and teach them to younger generations.

A Quatlin (Kwantlen) from the Mouth of Fraser River, watercolour by Paul Kane circa 1847. [Stark Museum of Art 31.78.33]



A Coast Salish summer encampment, depicting typical rush mats and cedar hats typical of the Coast Salish. The distinctive canoe shape is adapted for river travel. [Staged photo from 1912 by Edward S. Curtis from "The North American Indian;" Volume 9; Plate No. 302; Skokomish fishing camp; two natives on beach, canoe in foreground. BCA D-08249]

Prior to European contact, the Kwantlen occupied many significant village sites throughout their territory, including settlements in current day New Westminster, Surrey, Langley, Maple Ridge, and Mission. According to anthropologist Charles Hill-Tout, the main village of the Kwantlen people was *sx̣eyəməl* in what is now known as New Westminster. Directly across the Fraser River on the Surrey side was the summer fishing village known as *qəyqəyt*. Another key area of Kwantlen territory is the Stave River valley that was and continues to be important for hunting, trapping, cedar bark stripping, fishing, and other cultural uses. After European contact, the Kwantlen moved their main settlement upriver from New Westminster when Fort Langley was established in the 19th century, to control and maintain a trading advantage with the HBC in Fort Langley.

Traditional Katzie territory includes the entire Pitt watershed, including the Alouette watershed, the Fraser River and lands adjacent down to Point Roberts, and lands between the Fraser and Boundary Bay. The Katzie once comprised five communities in the region, each with its own founding chief and which, according to the Katzie, were the foundation of other peoples in the region, notably the Musqueam and Kwantlen. *Oe'lecten* and his people were based at what is now known as Pitt Lake, *Swaneset* at Sheridan Hill, *Xwoe'pecten* at Port Hammond (whose descendants became the Kwantlen), *Smakwec* at Point Roberts (whose people, the Nicomekl, were largely killed in a smallpox epidemic in the 18th century), and *C'simlenexw* at Point Grey (whose descendants became the Musqueam). The Katzie First Nation once comprised at least ten villages throughout the territory. The Katzie First Nation derives its name from the Halkomelem word for a type of moss, and it is also the name of an ancient village site in the immediate vicinity of the Katzie Indian Reserve at Pitt Meadows. The people now known as the Katzie First Nation were granted rights and title to their territory and their resources by the Creator, the Great Transformer Khaals, by their first Chiefs and from the reiteration of customs from time out of mind. Today's Katzie are primarily the descendants of *Oe'lecten* and *Swaneset*.

The Coast Salish assemblage of carved ceremonial art was not as extensive as that of northern First Nations' groups; the quality of workmanship and design, however, was unparalleled. Carved objects included rattles, combs, and house posts. Another art form of the Coast Salish was their weaving of capes and blankets, and basket making. The skill and quality of workmanship was, and continues to be impressive and world-renowned.

3. CONTACT



*Hudson's Bay Company Fort Langley, left bank of Fraser River. Langley Buttes in the distance.
[James Madison Alden. NARA 305495]*

By the 1770s, contact with European explorers significantly altered the way of life of the Pacific Northwest Coast First Nations people, including the Coast Salish. The first written account of European contact with Langley's original inhabitants dates from 1808, when the explorer Simon Fraser, an employee of the Montreal-based North West Company, travelled down the river that subsequently was given his name. Fraser recorded seeing a large First Nations village with cedar plank long houses on the riverbank near Langley. Although the site of the village has now been lost, archaeological information and oral traditions point to the existence of permanent and seasonal Coast Salish settlements along Langley's waterways. At first, the local First Nations and the Hudson's Bay Company had a close working relationship, and trade and intermarriage provided mutual benefit. Over time, these relationships deteriorated, in part due to the diseases the Europeans brought with them, and their interest in maximizing the profits that they wanted to reap from the area's vast natural resources. The first fort in Coast Salish territory, Fort Langley, was constructed by the HBC in 1827; Chief Factor John McLoughlin organized an expedition that summer to establish a depot on the Fraser River, to be named after Thomas Langley – then a member of the governing committee of the HBC. Other permanent trading posts were established throughout the northwest, and subsequently resulted in the re-settlement of First Nations' people near the posts and increased dependency on European goods, which presented inherent dangers to the First Nations' traditional way of life.

By the 1770s, contact with European explorers significantly altered the way of life of the Pacific Northwest Coast First Nations people, including the Coast Salish. The first contact along the coast occurred in 1774 between Spanish navigator Juan José Pérez Hernández, the first European to sight the Queen Charlotte Islands and Vancouver Island. With Captain James Cook's arrival on the coast in 1778, exploration, trade, and settlement began in earnest. Initially, interactions were mutually beneficial, with each culture adeptly trading for each other's desired goods, which in turn elevated the position of some First Nations groups and individuals above others. In 1791, the first European explorers in the Vancouver region, Juan Carrasco and José Maria Narvaez, entered the western part

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

of Burrard Inlet. The following year, Captain James Vancouver became the second European to enter Burrard Inlet. Later exploration of the Fraser River opened up the possibilities of inland trade routes. This exploration and settlement is demonstrated in the names given to the land as it was mapped, which referenced European names or people, such as Spanish Banks and Point Grey.

The first written account of European contact with Langley's original inhabitants dates from 1808, when the explorer Simon Fraser, an employee of the Montreal-based North West Company, travelled down the river that was subsequently to bear his name. Fraser recorded seeing a large First Nations village with cedar plank long houses on the riverbank near Langley. Although the site of the village has now been lost, archaeological information and oral traditions point to the existence of permanent and seasonal Coast Salish settlements along the Fraser River and Langley's waterways.

The Hudson's Bay Company and the North West Company expanded the fur trade, which would eventually dominate the region through the establishment of permanent posts. The first fort in Coast Salish territory, Fort Langley, was constructed by the HBC in 1827. Other permanent trading posts were established throughout the northwest coast and resulted in the re-settlement of First Nations' people near the posts.

As early as 1818, British and American Commissioners had fixed the border between the United States and Canada at the 49th parallel from the Lake of the Woods west to the Rocky Mountains. The extension of the border to the Pacific Ocean was an issue that remained unsettled for decades. Great Britain wanted the border drawn at the Columbia River, while the Americans wanted it much farther north at 54 degrees 40 minutes. Pushed by political urgency and increasing immigration, the Oregon Treaty of 1846 resolved the international border at the 49th parallel, while reserving the whole of Vancouver Island for British interests; three years later Vancouver Island became a British colony. The site of what developed as Langley fell just to the north of the British side of the border, setting the stage for it to develop ultimately as a Canadian municipality with an international border to the south.



"The Frazer, New Westminster, September 1862." A view of the Fraser River from New Westminster showing the houses at qəyqəyt. [Sarah Crease. BCA D-02123]

At first, the local First Nations and the Hudson's Bay Company had a close working relationship, and trade and intermarriage provided mutual benefit. The HBC period until 1858 was a period of mutual respect and comparative health for First Nations people, but over time, the relationships between the Europeans and the First Nations deteriorated. Access to European goods originally enabled economic power, but increased dependency later presented inherent dangers to the First Nations'

traditional way of life. The passage of the *Indian Act* in 1876 established reserves and entrenched cultural and gender discrimination; in 1884, an amendment to the Act enabled the Indian Residential School system, which forced indigenous people from their lands, severed family ties and diminished traditional First Nations cultures. The assimilation attempts that stemmed from the *Indian Act* had dramatic and devastating consequences, but the strength and resilience of the Elders that lived through these systems is significant. Following decades of suppression and forced abandonment of First Nations traditional ways of life, many indigenous peoples, including the Coast Salish, have become drivers of their own destiny.

4. THE HUDSON'S BAY COMPANY



Fort Langley, 1858. [Harper's Weekly, October, 1858. BCA PDP01891]

It was Langley's navigable river location, its proximity to the sea, and its untapped resources that suggested it as a possible location for an HBC depot. In 1827, Fort Langley was established on the southern shores of the Fraser River. Initially, the fort provided support to the Company's coastal trade and assisted in combating American competition. The Fort was relocated in 1839; the Company established a series of farms, both close to the Fort and farther away on a fertile inland plain, near the site of modern-day Milner. The farm's produce served the Company's own needs and accompanied the fort's preserved salmon to Hawaii and other Pacific Rim markets. Recognition that the site of the fort was vulnerable to flooding and too far from its farm resulted in its relocation further upstream on a higher piece of land. A second fort was established at the site of the current reconstructed fort in 1839. It burned in 1840 and was immediately rebuilt. After the Oregon Treaty of 1846 extended the international border to the Pacific Ocean at the 49th parallel, the Hudson's Bay Company concentrated on establishing a strong presence and a lucrative operation on what was now Canadian soil.

In the early 1800s the North West Company had set up simple trading posts with large gardens and a few livestock at Fort St. James, Fort McLeod, Fort Fraser, Fort George, and Fort St. John to mark trading territory and to muster furs. But it was not until after the amalgamation of the North West Company and the Hudson's Bay Company in 1821 that the establishment of farming operations became a priority. In 1824, an exploration party of 40 men under Chief Trader James McMillan travelled by canoe from Boundary Bay up the Nicomekl River, portaged to the Salmon River, and followed it to the Fraser River. They travelled upriver as far as Hatzic Slough before turning and following the river to its mouth. They were searching for a place to establish the presence of the HBC that would discourage American and Russian traders who plied these waters. They were also looking for a tract of land suitable for farming to fulfill a new company policy that called for self-sufficiency and an end to the company's reliance on imported goods.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

In 1827, Fort Langley was established on the southern shores of the Fraser River. It was named after Thomas Langley – then a member of the governing committee of the HBC. George Barnston's journals of 1827 and 1828 indicate that the work is "of a very laborious description, the timber being strong and the ground completely covered with thick underwood, which is closely interwoven with Brambles & Briars." In 1828, ground was broken to plant potatoes. The following year, according to Archibald McDonald, "of about 15 acres now open, five of them are low meadow – five fine mellow ground fit for the plough, & the rest full of Strong Stumps & root fit only for the Hoe for many years to come: and pasture for more than a few Beasts, is out of the question." But the "beasts" arrived the following year. Eventually, the farming operation expanded from the banks of the Fraser River to 800 hectares of land on Langley Prairie, on the lands between the Salmon and the Nicomekl rivers. In 1839, the Hudson's Bay Company entered into an agreement with the Russian American Company to lease a large portion of the Pacific coast for 10 years, thereby securing a trading monopoly. The HBC agreed to provide the Russian American Company with two thousand seasoned land otter pelts per year as well as "to transport from England British manufactured goods desired by the Russian colonies, to sell the Russians additional land otter and to provide supplies of foodstuffs, including wheat, peas, barley, butter, beef and ham." With the signing of this lease, agricultural products, especially butter, became important commodities. Also in 1839, a new Fort Langley was built four kilometres upstream from the original site; a place, according to James Douglas, "alike convenient for the fur and salmon trade, combined with facilities for the farm and shipping." This interest in the fishery and farm marked a change in HBC strategic planning: the production of foodstuffs - wheat, butter, and salmon - were no longer considered peripheral to the fur trade, but rather as valid company ventures in their own right.



Fort Langley, 1862.
[William Henry
Newton. [BCA
PDP00029]

The fort's eventual purposes were to supply the Company's Interior posts with trade goods, equipment, and locally grown or harvested foodstuffs; and to receive furs for shipment to the Company's overseas markets. Initially, the fort provided support to the Company's coastal trade and assisted in combating American competition. The farm's produce served the Company's own needs and accompanied the fort's preserved salmon to Hawaii and other Pacific rim markets. The Fort Langley operations required additional labour, and relied on a multicultural work force of First Nations men and women and Kanaka labourers. After the Treaty of Washington was signed in 1846 and the international border was established at the 49th parallel, the Hudson's Bay Company retained trading and trapping rights south of the new border, but it concentrated on establishing a strong presence and a lucrative operation on what was now Canadian soil.

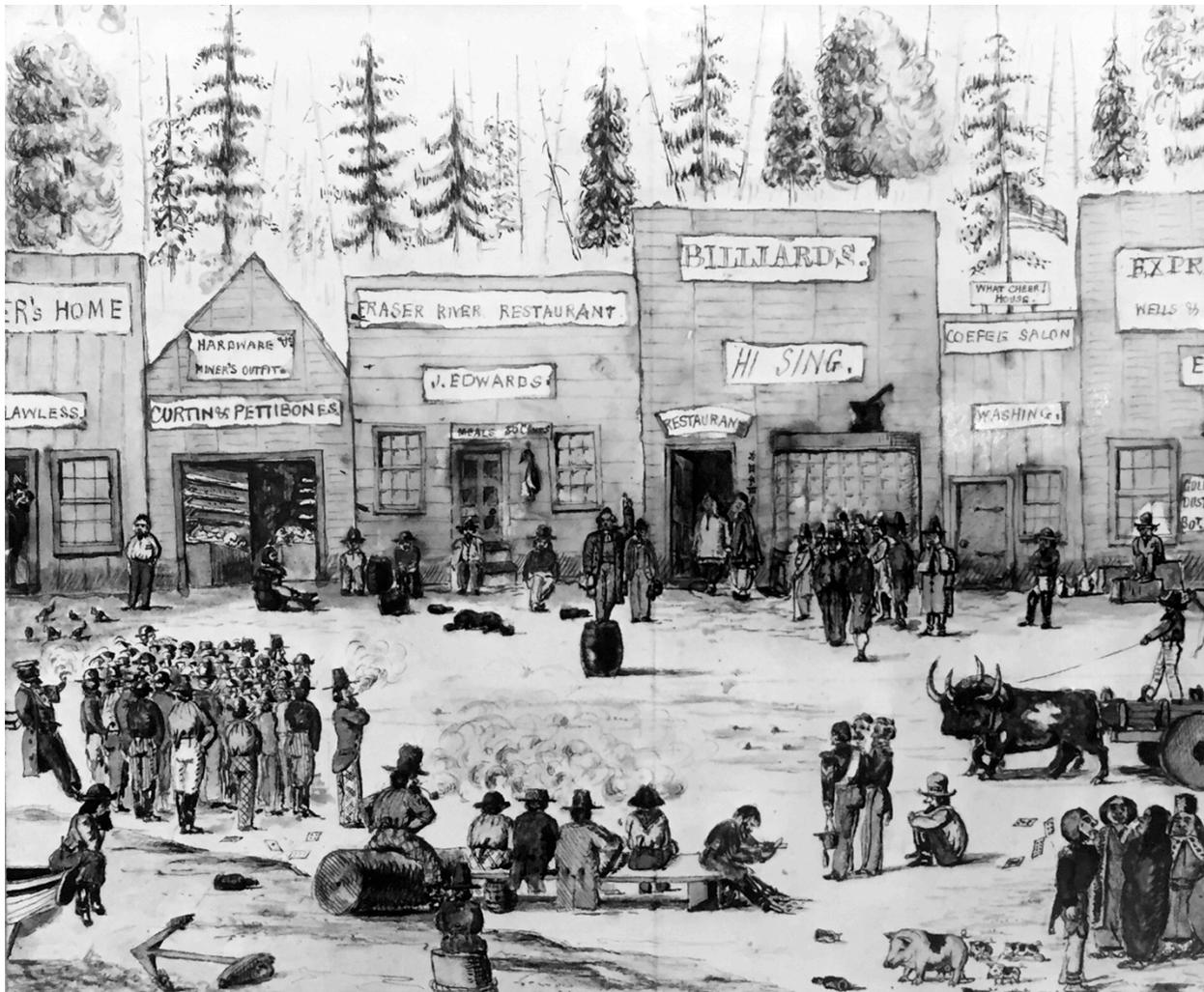
5. OUTPOST OF EMPIRE



James Douglas, circa 1860 [BCA F-07680]

The development of early British Columbia was both colonial and commercial, fuelled by expansionist militarism and the availability of vast natural resources, but subject to violent swings in economic cycles and outside political interests. By the middle of the 19th century, the vast potential of these western lands was recognized, but remained mostly untouched by Europeans until rumours of gold strikes on the Fraser and Thompson Rivers circulated in the fall of 1857. Almost overnight, some ten to twenty thousand men, mostly Americans, moved into the region around present-day Yale, sparking the Fraser Canyon Gold Rush. Governor Douglas – who had no legal authority over New Caledonia – stationed a gunboat at the entrance of the Fraser River to exert such authority by collecting licences from prospectors attempting to make their way upstream. To normalize its jurisdiction, and undercut any HBC claims to the resource wealth of the mainland, the government of the United Kingdom proclaimed the mainland territory of New Caledonia as the Crown colony of British Columbia in 1858, and named James Douglas as governor.

The development of early British Columbia was both colonial and commercial, fuelled by expansionist militarism and the availability of vast natural resources, but subject to violent swings in economic cycles and outside political interests. By the middle of the 19th century, the potential of these 'empty' western lands was well recognized on the increasingly crowded Atlantic seaboard of the continent. The coastal areas were most easily reached by water, but the vast interior areas remained mostly untouched by Europeans until rumours of gold strikes on the Fraser and Thompson Rivers circulated in the fall of 1857. Gold fever reached a 'boiling heat' as stories started to circulate of gold lying thick in the riverbeds. As reported in *Victoria Illustrated*: 'Then came news of gold discoveries in various parts of the country tributary to the struggling settlement, and then the influx of the army of the Argonauts. From California, where they tasted the sweet and bitter of the gold fever, the treasure-seekers, with pick and shovel, poured into Victoria, equipped themselves and passed on in hundreds and thousands to the Fraser.' The area around Fort Victoria was suddenly swamped with a diverse range of opportunists, many of who were American. Outside Fort Langley's palisades, a shantytown peopled by Americans, British subjects, Europeans, and Chinese suddenly emerged. The situation was clearly out of control, and it was feared that the region would be overrun, and be claimed again by the United States.



A small village developed near Fort Langley early in the Gold Rush, located on the spit below the HBC post. It consisted of a modest row of shops, saloons and hotels meant to lure miners travelling to the gold fields in the Fraser Valley. Reverend W.B. Crickmer is seen preaching from a barrel in "Main Street." Note the sign for 'Hi Sing Restaurant.' This village burned to the ground on July 24, 1859. [CVA Out P825]

The force of British law on the mainland was proclaimed by Douglas in Victoria in December 1857, and the Act of the British Parliament that proclaimed the mainland territory of New Caledonia as the Crown colony of British Columbia received Royal assent in London in August 1858. James Douglas, already named as governor of the Vancouver Island colony, was also named as governor of the mainland colony. Douglas took his oath of office from Judge Matthew Baillie Beggie in the Big House in Fort Langley, November 19, 1858. Upon completing his oath, Douglas proclaimed the Act that created the Crown Colony of British Columbia.

A detachment of Royal Engineers was sent from England to help establish law and order, provide military protection, build roads and bridges, and survey new town sites. New Westminster, which became the new capital of the mainland colony, was incorporated in 1860 as the first city in western Canada. Successive discoveries of gold farther and farther inland continued to draw in prospective miners, and Douglas struggled to ensure the consolidation of supply routes and the establishment of new settlements.

Until 1858, the fort influenced every aspect of the Lower Mainland's social and economic life, but as the colonial administration became more established, the HBC's influence began to wane. With the creation of the Colony a new civil jurisdiction was established. Intentions were announced to create a capital at Derby, near the site of the

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Hudson's Bay Company's earliest fort. A number of public buildings, such as a court house, a jail, a church and vicarage, and a military barracks were authorized prior to the decision in 1859 to move the capital to New Westminster.

The fort's fame and prosperity were both short-lived. The original palisade enclosed an area of 192 by 73 metres and included 15 buildings. By 1864 the palisade was dismantled, and in 1872, the 'Big House' was pulled down. Changing fashions and competition from newly arrived farmers and merchants led to the sale of the Company's farm by auction beginning in 1878. In 1886, the HBC moved its store from the fort to the newly emerging village of Fort Langley, near a steamboat landing that had long since rendered its fur brigades obsolete.



Fort Langley, 1912. [F. Dundas Todd, photographer. BCA A-04315]

The HBC Storehouse at Fort Langley National Historic Site, built circa 1840, is the only surviving original structure from the third Fort Langley, and is therefore the oldest surviving building dating from the time of first European settlement. Other evidence of the HBC's early activities remains. The HBC farm at Langley Prairie was pivotal in opening up Langley to further development, and is still evident in the road pattern in the Milner area. Other early road building has determined the location of many later transportation routes, as can be seen in diagonal routes that follow the topography, and deviate from the standard grid pattern imposed later on the municipality.

6. GROWTH & CONSOLIDATION



New Westminster from the Fraser River, 1865. [Francis George Claudet, photographer. BCA A-03330]

The nascent colonies of Vancouver Island and British Columbia continued to grow, and in 1866 they were formally united as the Crown colony of British Columbia. Permanent settlements were being established, and substantial buildings started to challenge the vast natural landscape. The pre-emption process was established as early as 1859, and in 1860 an ordinance was passed that facilitated the pre-emption of land for those who were male, British and at least eighteen years old. Unease over the turmoil that followed the American Civil War, the American purchase of Alaska in 1867, the end of the HBC's local dominance, and faltering economic returns were all contributing factors to a final resolution of the colony's status. British Columbia joined Confederation in 1871, in exchange for the construction of a transcontinental railway and the relief of colonial debt. In 1872, the new province passed the Municipalities Act, and many of the Fraser Valley communities petitioned for municipal incorporation, including Chilliwack and Langley in 1873, Maple Ridge in 1874, and Delta, Surrey and Richmond in 1879. The construction of the railway was delayed until the 1880s; its initial impact was not as great as expected, as British Columbia continued to be disrupted by boom and bust cycles. Despite frontier conditions and uncertain economic conditions, the population swelled with settlers seeking land and opportunities.

The colonial government was anxious to encourage development and settlement in the new colony of British Columbia. Food production was encouraged and deemed necessary as a suitable exploitation of land, and the HBC farm proved that the lower Fraser River, with its rich alluvial deposits from the annual river flooding, was exceptionally productive land for agriculture.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

The non-indigenous development of Langley began with the pre-emption of large parcels of land for farming, shaping Langley's future development patterns. On February 4, 1859, Governor Douglas issued the first Pre-emption Act whereby land could be purchased at the upset price of ten shillings per acre, half cash and the balance in two years. A second Act passed on January 4, 1860 that provided for pre-emption of land by those who were male, British and at least eighteen years old. The settler had to stake out the four corners of his property and pay a registration fee of eight shillings to the nearest magistrate. The first man to pre-empt land in Langley was Kenneth Morrison, who pre-empted 65 hectares just upriver from the fort. Pre-emption led to the establishment of early farms that produced potatoes, vegetables, wheat, and oats, and orchards and pasturelands were established for the production of beef and dairy products, delivered to markets in New Westminster by steamers that plied the river.

The rag-tag colonies of Vancouver Island and British Columbia continued to grow under pressure from the gold-seekers, and in 1866 they were formally united as the Crown colony of British Columbia, with New Westminster chosen as the first capital, and permanent settlements being established. Unease over the turmoil that followed the American Civil War, the American purchase of Alaska in 1867, the end of the Hudson Bay Company's local dominance, and faltering economic returns were all contributing factors to a final resolution of British Columbia's colonial status. In 1867 the British Parliament passed the British North America Act, which contained a provision for the entry of the Colony of British Columbia into the new Dominion. The future of the colony was of great concern to the many British capitalists who had extensive investments in many different enterprises, including the financial bonds of the colonial government. From London, there were calls for the construction of a railway that would span the continent, the key project that would benefit and enhance Britain's worldwide interests in trade and Empire. British Columbia joined Confederation in 1871, and the stage was now set for an unprecedented exploitation of the vast natural resources of the Pacific Northwest. Surveys for the transcontinental railway started the day that British Columbia entered Confederation.

In the meantime, there had been an intense rivalry between Vancouver Island and the mainland for the terminus of the transcontinental railway, but the matter was settled when the Fraser Valley route was chosen for the railway. Port Moody was chosen as the "end of steel," setting off frantic land speculation. The Federal Free Homestead Act, passed in 1874, allowed land grants to settlers if they were able to meet certain stringent conditions, including clearing and cropping of acreage. In 1872 the province passed the Municipalities Act, and many of the Fraser Valley communities petitioned for municipal incorporation, including Chilliwack and Langley in 1873, Maple Ridge in 1874, and Delta, Surrey and Richmond in 1879. The province had also passed the Schools Act in 1872, allowing for the introduction of a truly public, non-religious, school system.



Church of the Holy Redeemer and homes on McMillan Island. [Langley Centennial Museum Photo #0436]

With the colonial British expansion that followed, the population started to boom in the Lower Mainland, and First Nations inhabitants were seen as an impediment to the sale and development of land. Demand for more land resulted in the government pushing First Nations onto small reserves, thus opening the land for non-indigenous settlement. The passage of the Indian Act of 1876 impacted Coast Salish peoples through its further restriction of traditional lands, and subsequent restriction of traditional ceremonies, lands, and economies. Industrialization,

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

and the loss of forests, marshes, salmon-bearing creeks and beaches caused resources to disappear with a resulting loss of traditional first Nations culture. As British and European exploration and settlement of the coast continued and missionaries arrived, Coast Salish traditional cultural and educational systems and lifestyles were significantly transformed, and often erased altogether.

The progressive western march of the railway created a momentum of settlement, and promoted the development of an economy based on the exploitation of natural resources. British Columbia's seemingly unlimited potential was widely publicized throughout Eastern Canada, the United States, and Great Britain. Many restless settlers followed the railway in the 1880s, seeking their fortunes throughout the western lands. The extraordinary confluence of easily-harvested natural resources, the availability of the Fraser River as a transportation route, the ice-free harbour of Burrard Inlet, and the arrival of transcontinental railway ensured that the Lower Mainland would attract waves of new settlers seeking their fortunes. With its fertile agricultural lands, the development of Langley predated the establishment of the City of Vancouver, and the main trade routes and economic connections were originally with New Westminster.



John (Jack) Smith's residence, Langley, 189-. [BCA C-09111]

Settlers began to arrive from Europe and eastern North America as the agricultural potential of the lower Fraser Valley became better known. Initial settlement tended to be near the river (the area's only transportation route), on natural prairie lands. Later settlers were faced with the backbreaking task of clearing the forest lands that lay inland, on higher and generally less fertile ground. Men such as William Emptage, Kenneth Morrison, and John McIver were among the early settlers in the north Langley area, electing to remain in the area upon retiring from the Company's service. Families such as the Michauds, the Annands, and the Warks were among the first to take up prairie lands lying further from the river. For those who could not acquire naturally cleared land, the task of establishing a foothold was immense. Massive cedars and firs and thick undergrowth covered much of Langley. In the absence of appropriate transportation routes, the forest cover was worthless and was often felled and burned or simply burned where it stood. Stumps were left and ploughed around, or removed with stumping powder. Prosperity was often slow to come to farmers on the uplands, and their homes and outbuildings were often small in comparison with those of their more fortunate neighbours. Clusters of settlement that developed at transportation intersections soon began to form into small but distinct communities.

THE LANGLEY MUNICIPALITY.

1882-83 British Columbia Directory, pages 255-57.

Langley Municipality is situated on the south side of the Fraser, and its landing place, Fort Langley, is 17 miles from New Westminster by the river. It has a river frontage of about 10 miles, and extends back to within 2 miles of Washington Territory. It has been justly regarded as presenting an attractive field. Notwithstanding its remoteness from the rest of Canada, its comparative inaccessibility to European immigrants and the consequent expense of reaching it, no fewer than 140 lots of 160 acres each have been bought. The strong inducements in the shape of high wages, which prevail throughout the country, draw them in the meantime elsewhere.

Langley Municipality is drained by the Salmon and Nicomekl rivers. They take their rise in the east of the municipality at points not far distant from each other. The former, which drains the north side, flows north-west into the Fraser, and issues a short distance below Fort Langley. The Nicomekl, which drains the south side of the municipality, flows north and west, through Langley and Surrey municipalities, and falls into the Gulf of Georgia near Point Roberts. Both abound in trout, large and delicious. The Langley road runs through the middle of the municipality, south-west from the steamboat landing at Langley to the Prairie Schoolhouse (a distance of 6 miles) where it joins the New Westminster and Yale road, 13 miles from New Westminster. Numerous by-roads and trails come out at different points upon the main road from the homes of the bush settlers, whose houses, however, are not always visible from the road. Immediately upon leaving the steamboat landing, and going towards the prairie, there is a ridge of timber land, a mile in width, through which fires have time to time passed, prostrating the pine and cedar giants of by-gone ages. A dense covering of bush (pine and vine maple) has since sprung up. These have already attained considerable size and the young pines are largely used for rafters in barn building. Leaving this bush we come out upon the Salmon Prairie, which is half a mile in width and extends in a curved line to the bank of the Fraser. It contains upwards of 2,000 acres of strong rich land. It is presumable that at one time this prairie was the channel of the Fraser, from which on the eastern extremity it is separated only by a low ridge. The whole of this prairie is owned by farmers settled along its borders. During Spring, early Summer and Autumn, it affords excellent pasture for their stock, large quantities of prairie hay are also gathered. These flats possess excellent inducements to the huntsman, and are largely visited in the season by sportsmen from the cities in quest of game, snipe and ducks are plentiful and the neighbouring woods team with grouse.

Passing from Salmon Prairie and still travelling southwards, numerous bush farms come into view, presenting a neat and comfortable appearance. There is very little green timber in the municipality. In dry seasons fires have travelled almost throughout the district, making fearful havoc of the forest trees and leaving only blackened and ungainly stumps. In many places only here or there a tall pine or cedar stands uninjured, having escaped the conflagrations, at the same time each lot contains abundant material for the purposes of fencing, building, and also for fuel. At the distance of 2 ½ miles from Fort Langley, there commences what is known as the Hudson Bay Company's farm. It contains a large area of prairie land of rare excellence, black loam with clay subsoil. It is divided by the Langley Road into two nearly equal parts. Besides the Hudson Bay Company's Farm there are upwards of a thousand acres of prairie land adjacent to it on the west side. This land is all held by actual settlers, is chiefly under cultivation, and at the present moment is bearing luxuriant crops of wheat and oats.

Returning from the prairie to the Fort by the road, the scenery is truly charming. There is Mount Baker, in Washington Territory, away in the background to the right, rearing its hoary head high above the intervening country, and looking down from his lofty seat in calm and dignified composure upon the scene beneath. Away in front of you, and towards the left are the "Golden Ears," commanding peaks in the coast range appearing just at hand. Along the road on either side there is a richness of verdure, a wealth and profusion of vegetation seldom equaled, and indicative of soil of extraordinary fertility. Riding along the Langley road one can have little notion of what is going on in the bush beyond. But suppose, for example, he turns aside at Towle's farm, and ride along the old telegraph trail towards New Westminster for 4 miles, he will pass a series of bush farms, which show what intelligent and patient industry can accomplish in reclaiming bush land. Most of the occupants of these farms came here with little or no capital five or six years ago. Single handed they have now 15, 20 and 30 acres under crop this season – have comfortable homes – have oxen, cows, hogs, fowls and are free of debt.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Bush land here, when farmed with intelligence, will produce crops as good in all respects as the prairie land. The two most advanced and successful bush farmers in the district who have some 87 and 45 acres of cleared bush land respectively upon which grain of the finest quality and other crops are abundantly raised. The soil and climate of this district are especially adapted to the cultivation of hay, roots and the common kinds of fruit, as apples, pears, plums, cherries, currants &c., moreover the grass hoppers, potato bugs, army worms which are so destructive to crops in many places, and so disheartening to the farmers are so far unknown here. To the inexperienced timber land may appear somewhat formidable. But to men with wise heads, strong hands, brave hearts, suitable appliances, and who have had some experience, in clearing timber elsewhere, the bushes is not repulsive. The climate is mild and highly salubrious, greatly resembling that of the South of England and the North-west departments of France. It is happily exempt from those violent extremes which are so injurious to health in many localities. The religious wants of the community are well provided for. There is a sprinkling of Roman Catholics, who are periodically visited by the Priests of their church who reside at St. Mary's Mission and New Westminster. There are also a few Episcopalians, who are ministered to every third Sunday by a Church of England Licentiate, stationed at Maple Ridge. Methodists enjoy the regular services of ministers of their own denomination from New Westminster. Presbyterians constitute the majority of the settlers. A minister in connection with the Church of Scotland has been stationed here for upwards of 7 years, and conducts divine service in Langley every Sunday forenoon, and at either Maple Ridge or Mud Bay in the afternoon. There is a small Presbyterian church at Fort Langley. The utmost harmony and good will seems to exist among the different sects.

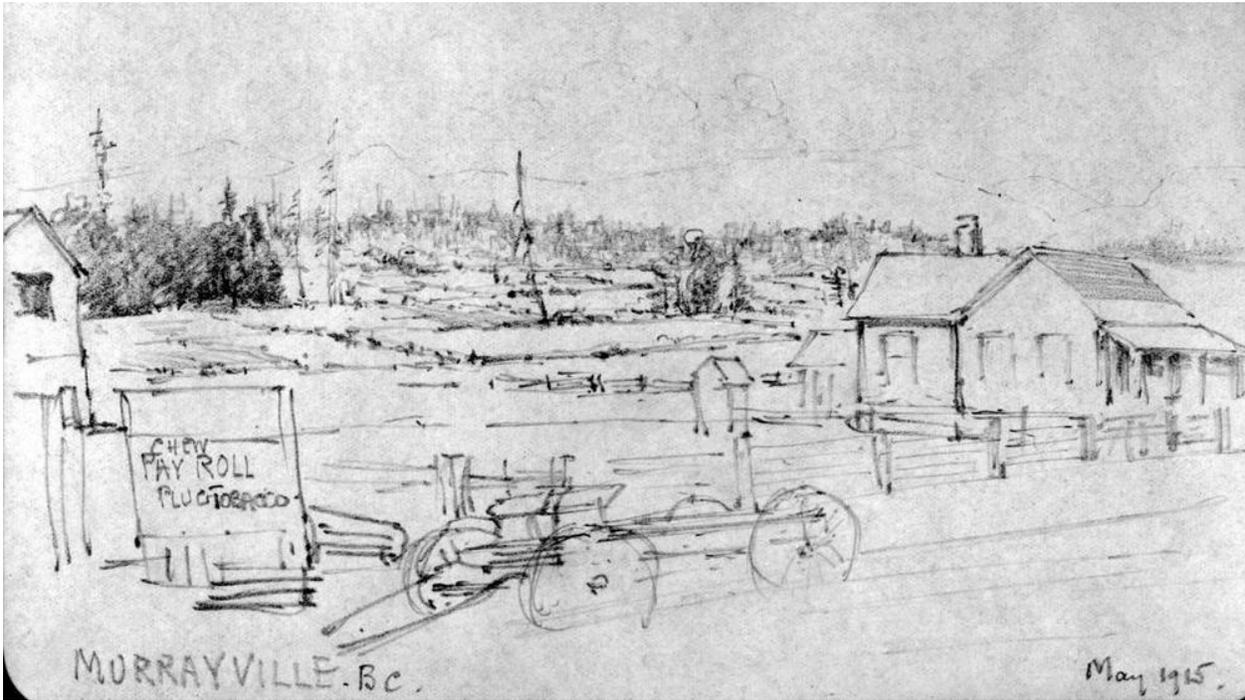
There are two flourishing (free) public schools, located in central places and taught by efficient masters. Two stores at either of which all supplies necessary in a farming community can be obtained at reasonable prices. A Saw Mill, recently erected on the Fraser, a short distance above Fort Langley, is producing excellent work, and is felt to be a great boon in the neighbourhood.

A Grist Mill, another essential to the solid prosperity of an agricultural settlement, is about to be built on Langley Prairie. A lot, furnishing a desirable site for the purpose, has been bought by a practical miller, lately come from Canada. He has got his material for the building partly prepared, and expects to have the mill running next Spring. There is a hotel in the immediate vicinity of the steamboat landing, in which cleanliness and comfort are characteristic features, and where substantial and well-cooked meals are provided at moderate prices. Good, clean, cheap meals and beds can also be obtained at the storehouse at the landing. The Pioneer steamers, on their way to and from New Westminster and Yale, call at Langley with mail matter and freight four times a week and other steamers frequently. The public works being established throughout the province gives to the farmers of Langley, as well as the whole Fraser Valley, an excellent market for all farm produce.

Just when it looked as though the regional economy was improving due to the arrival of the CPR, things fell apart. A smallpox epidemic broke out in Vancouver and Victoria in 1892, and port activity was curtailed due to quarantine regulations. Indications of economic recession were in the air; global gold production dropped dramatically, and western currencies, based on gold reserves, faltered. By the end of 1893, a full-scale bank panic was underway in the United States. The boom went bust, suddenly and completely. Real estate speculation collapsed and foreclosures were common. 'Disaster was added to misery' when the record winter snows melted in May 1894, causing devastating flooding throughout the Fraser Valley.

The Kootenay mining booms that started soon after, and the Klondike gold rush snapped the local depression. By 1898 the province was roaring again. Although Langley's growth was slow at first, the population in Langley began to expand rapidly with the general economic upturn of the Klondike era in the late 1890s. In 1890 there were 53 owners listed on the Personal Property Rolls; by 1892 there were only 50 owners listed, but by 1896 there were a total of 86 property owners. By the turn of the 20th century the available agricultural land was mostly settled, and there were well-established small settlements located at the intersections of major transportation routes, which acted as local commercial centres for the rapidly-growing communities.

7. THE GREAT WESTERN BOOM



Murrayville, BC [With Buildings, Cart And Sign: Chew Pay Roll Plug Tobacco, May 1915. [Lindley Crease. BCA PDP07591]

By 1898, the Klondike gold rush had begun, and the province's economy was roaring again. A radical change in attitude accompanied the start of the 20th century, ushering in an economic boom of unprecedented proportions. The ongoing construction of the Panama Canal had caused renewed interest in Pacific trade, but its progress was painfully slow until 1906, when President Teddy Roosevelt dedicated his personal prestige to the completion of the Canal, kicking off a whole new era of investor confidence and initiating the last, and greatest, western boom. A flood of immigrants started moving west on the railway and streamed in by ship. Financial investment was pouring into British Columbia, and there was great interest in the agricultural potential of the fertile Fraser Valley. The Canadian Pacific reached the coast in 1885, but as it ran on the north side of the river, originally had little direct impact on Langley, which remained more directly connected to New Westminster; Langley's settlers and speculators longed for the arrival of a railway connection. The booming economy ensured that rail access was finally made available to Langley: the Great Northern Railway in 1905, the British Columbia Electric Railway in 1910 and the Canadian Northern Railway in 1910. This access enabled widespread community and economic development on a much grander scale.

A radical change in attitude accompanied the start of the 20th century, ushering in an economic boom of unprecedented proportions. Queen Victoria's death in 1901 signalled the end of a long, stable and conservative era, and the ongoing Boer War in South Africa disturbed the political *status quo* and challenged Britain's pre-eminence in global affairs. The ongoing construction of the Panama Canal had caused renewed interest in Pacific trade, but its painfully slow progress led many to speculate that this scheme, the largest single construction project ever undertaken, would ultimately fail. This lack of confidence vanished in 1906 when President Teddy Roosevelt travelled to Panama to visit the "Big Ditch." By lending his personal prestige to the Canal, Roosevelt kicked off a whole new era of investor confidence, initiating the last, and greatest, western boom.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

By this time, Langley was subject to wholesale reshaping of its land and environment to serve the needs of resource agriculture and the lumber industry, and the Fraser River's fish stocks were being intensively harvested. Though the growth of the Township's road network opened up new areas for settlement, and the Fraser River provided ready access, settlers and speculators longed for the arrival of a railway connection. The nearest CPR station was at Port Haney, across the river from the Derby town site, and the CPR had little direct impact on Langley other than increasing the rate of arrival of settlers from the east.

In Langley, the expanding economy and population ensured that rail access was finally available: the Great Northern Railway arrived in 1905, and the British Columbia Electric Railway in 1910. In 1909 the province was electrified by the announcement that a third transcontinental railway line, the Canadian Northern Pacific, would be built to the coast. Financial investment was now pouring into British Columbia, and some of the largest industrial plants in the world, including sawmills, canneries, and mines, were built in just a few short years to exploit the vast amount of available natural resources.

The Great Northern Railway had two stations in the Township, one in the newly emerging village of Aldergrove, the other at Lincoln, near Murrayville. Complaints were made that the line had more interest in serving transcontinental rather than local traffic, though its several branch lines led to the emergence of commercially viable sawmills in the southern half of the Township (including the Fern Ridge Sawmill near Campbell Valley and the Fern Ridge shingle mill in Aldergrove). The Canadian Northern Railway (later the Canadian National), with a whistle stop at Glen Valley and a station at Fort Langley, was not much better at serving local needs. It was left to the British Columbia Electric Railway, with its many local stations strung between New Westminster and Chilliwack (including nine in Langley), which ensured the easy movement of passengers and goods (including milk, butter, and root crops) between local family farms and the markets of the city. The coming of the BCER led to an increase in both urban and rural growth as land speculators, developers, and would-be settlers turned their attention to Langley. New Westminster's F.J. Hart acquired extensive holdings in the easternmost part of Langley, facilitated the growth of the village of Aldergrove (with a hotel, telephone exchange, meat market, general store, blacksmith, churches, and other amenities), and offered small acreages for sale to would-be apple orchardists.

Local promoter and real estate agent C.E. Hope developed schemes for extensive subdivisions to the south and west of Fort Langley village, a vision that was not realized until the development of Walnut Grove as a major Township community in the 1980s and 1990s. The village of Milner grew up where the BCER met the Langley Trunk Road (later called Glover Road) and the road to Murrayville (today's 216th Street). With its churches, blacksmith, general store, post office and bank, Milner served the many farms that had emerged on the fertile lands formerly occupied by the Hudson's Bay Company's farm.

Langley Prairie (today's City of Langley) was the last of the Township's historic village centres to emerge. Located where the BCER met the Yale and Langley Trunk Roads (as well as the road to Cloverdale and Ladner), Langley Prairie developed as a child of the automobile age. Its accessibility by car and its range of amenities such as banks, medical services, hotels, cafes, agricultural supply shops, and a theatre, ensured its pre-eminence among the Township's urban centres.

8. CONFLICT & TURMOIL



A.R.P. fire drill, 1943. [Steffens-Colmer Studios Ltd. CVA 586-1052]

When Britain declared war on Germany in 1914, Canada – and Langley – rallied patriotically to participate. The ‘War to End All Wars’ lasted four years and exacted a staggering toll. For the next two decades, social and political unrest and upheaval were common, and the seeds were sown for yet another global war. Despite the overwhelming economic difficulties that followed the end of the First World War, the Panama Canal was now open, and British Columbia’s vast natural resources were once again readily available to European and eastern United States markets. In 1929, the Stock Market Crash shattered the world’s economy, and the agony of the Great Depression set in. The next few years were exceptionally difficult; wages plummeted, and countless thousands went bankrupt. Relief programs set up by the federal government, including work camps, were overwhelmed by the large number of unemployed. By the mid-1930s, the economy was on the upswing, and there was a return to cautious optimism. The late 1930s were a time of improving economic conditions and increasing hope for a better life, but were also a time of escalating global struggles and militarization, culminating in September 1939 with the declaration of another global war. Canada mobilized again, for what turned out to be six more years of conflict. Despite these tumultuous conditions, Langley’s growth through the first half of the 20th century was for the most part steady, enabled by an increasing population, a growing road network and improved transportation.

Rumours of an impending war in Europe caused even more anxiety for nervous investors. The Dominion Trust Company collapsed, sending waves of panic throughout the financial community. The National Finance Company and the Bank of Vancouver soon failed. In New Westminster alone, the total value of building permits dropped from a high of over \$1,600,000 in 1912 to a low of \$85,000 in 1914. The boom years suddenly went bust.

THE FIRST WORLD WAR

The 'War to End All Wars' lasted four years and exacted a staggering toll. About 400 men from Langley enlisted, and almost one in ten died; some died later due to injuries and war-related trauma. Members of the Canadian Expeditionary Force served in some of the bloodiest battles of the Great War, and they were on the front lines when poison gas was first used as an offensive weapon. Lacking gas masks, they were decimated by the rolling green clouds, and many of the veterans would be plagued for the rest of their lives by a condition known as 'gas lung.' The world was forever changed by the brutal conflict, and the surviving soldiers returned to a different world, where women were enfranchised, where traditional social values were breaking down, where Prohibition had been enacted, and all manner of authority was being challenged. The combined economic impacts of the war were devastating. For the next two decades, social and political unrest and upheaval were common, and the seeds were sown for yet another global war.

RECOVERY IN THE TWENTIES

Despite the overwhelming economic difficulties that followed the end of the First World War, British Columbia still had vast natural resources. With peace restored, and the Panama Canal now open, British Columbia's riches were once again readily available to European and eastern United States markets. By the mid-1920s, general economic conditions were improving: pulp mills were expanding, and mines were busy again. Domestic construction had been curtailed during wartime, but as the economy recovered, new houses began to appear in newly-developing communities. The Federal government's Soldier's Settlement Board facilitated the efforts of others to take up land and earn a living on small agricultural holdings. The construction of the Fraser Highway in the 1920s and the construction of the Patullo Bridge in 1937 increased the importance of Langley Prairie in the commercial life of the area and hastened the demise of the BCER.

THE DIRTY THIRTIES

The Stock Market Crash of 1929 shattered the world's economy, and the agony of the Great Depression set in. The next few years were unimaginably difficult; wages plummeted, and countless thousands went bankrupt. Unemployment was rampant during the winter of 1929-30, as many thousands of unemployed in eastern Canada flocked west, seeking a milder climate and looking for work. Authorities were panicked by the number of unemployed men and feared a crime wave would break out. The next few years were, by all accounts, the most difficult of the Great Depression. Relief programs set up by the federal government, including work camps, were overwhelmed by the number of unemployed, who realized signing up for the camps – despite their poor working and living conditions, and low wages – was the only alternative to starvation.

By the mid-1930s, the economy was on the upswing, and there was a return to cautious optimism. In June 1936 the federal government closed its maligned relief camps that had been run by the Department of National Defence, replacing them with 'relief projects' operated by the provinces and funded by both levels of government. The late 1930s were a time of improving economic conditions and increasing hope for a better life, but were also a time of escalating global struggles and militarization, and in September 1939 the rumours became all too real, culminating in the declaration of war. Canada mobilized again, for what turned out to be six more years of global conflict.

THE SECOND WORLD WAR

Canada was again drawn into war in Europe in 1939, but when the Japanese struck Pearl Harbor on December 7, 1941, the threat became frighteningly real, as the Japanese navy was perceived as the greatest threat to the west coast. Vancouver's role as Canada's principal Pacific Coast port and as the transcontinental railway's terminus justified extra protection from hostile warships, and old defense sites were upgraded with coast artillery positions.

While the young men and women of Langley were preparing to join the forces, those who remained behind looked for ways to defend the home front. A Langley branch of the Air Raid Precaution (ARP) was established; this was an organization of civilian volunteers trained and mobilized to deal with aerial attacks. They were active in air raid drills, fire-fighting exercises and medical preparations throughout the duration of the war.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Years of smoldering fear and resentment against Japanese-Canadians exploded into panic and anger a few months after Pearl Harbor, and Japanese-Canadians were forcibly evacuated from the west coast and interned in camps in the interior. The consequences were devastating for the many Japanese-Canadians who farmed in the Fraser Valley and fished on the Fraser River.



Fort Langley A.R.P. Auxiliary Fire Department Demonstration, circa 1943. [BCA H-05796]

As the war dragged on, there were further impacts on civilians. As industrial and agricultural production was targeted at the war efforts, civilians had to make do with less and less. Food was considered an essential weapon of war, and the federal government took a series of unprecedented steps aimed at transforming Canadian diets. Rationing was just one part of a much larger intervention that included thousands of controls on the price, production, and distribution of everyday foods. Coupled with the need to feed the troops was the lifeline provided to Britain by Canadian food production. New and tighter rationing of gasoline began in 1944. Industrial production again shifted to military priorities, increasing demand for materials like plywood, and women returned to the workforce in droves.

The detonation of two nuclear bombs in Japan in 1945 by the United States of America brought a swift end to the war, but ushered in both the bright promise and the dark fear of the Cold War years.

9. POSTWAR LANGLEY



Langley City, 1955. [B.C. Ministry of the Provincial Secretary and Travel Industry. BCA I-27246]

The world was a new place in 1945. After enormous destruction, the Second World War had ended. Atomic power, and other new and potentially destructive technologies, had been unleashed. Growth during the postwar period was rapid, with many families and returning veterans settling on the coast, seeking new opportunities or retiring to a milder climate, requiring the development of new housing, commercial shopping centres and the development of institutional infrastructure. Langley's growth increased rapidly during the postwar era; in 1955, residents of the downtown core demanded services – street lights – that the municipal government was not willing to provide, and on March 15, 1955, the City of Langley incorporated as a separate municipality. With the completion of the Trans-Canada Highway in 1964, new suburban communities began to appear in Langley. Rapid population growth experienced in the greater Vancouver Region in the late 1960s and early 1970s created enormous pressure on rich Fraser Valley farm land, leading to the establishment of the Agricultural Land Commission in 1973 and the protection of 75% of Langley's land area as agricultural.

The world was a new place in 1945. After enormous destruction, the Second World War had ended. Atomic power, and other new and potentially destructive technologies, had been unleashed, and the impacts reverberated for many years. Political unrest in the Far East, including the Chinese Civil War 1945-49, the Korean War 1950-53, and ongoing fears about Communist aggression, fuelled the 'Cold War' – a state of political tension that kept military forces on alert for several decades. The Russian advance into space both frightened and motivated the United States and the 'Free World.' Despite this turmoil, North America began to settle into a prolonged period of relative peace and economic prosperity. The postwar era became a time of optimism, growth and experimentation.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

As troops were demobilized from overseas duties – many to coastal cities – they increasingly gravitated to urban centres. Numerous societal changes, growing from the disruption of traditional institutions and values, powered new, innovative approaches to urban planning. Growth during this period was rapid, with many families from widely-varied backgrounds moving ‘to the coast’, seeking new opportunities or retiring to a milder climate, requiring the development of new housing, commercial shopping centres and the development of institutional infrastructure. Langley remained substantially rural, but its communities continued to grow in size and in the services that they offered. Agriculture, and the lumber and fishing industries continued to drive local prosperity, with increasing dairy and poultry production. Despite earlier dyking efforts, the devastating flood of 1948 inundated many of the low-lying areas of the municipality. 55,000 acres of farmland, one quarter of the dyked lands in the Fraser Valley, were underwater during the course of the flood. A massive mobilization was undertaken of thousands of civilians who labored on dyke stabilization and rescue operations. The catastrophic impact of the flood demanded an improved long-term response to monitoring and controlling the Fraser River.

In 1955, residents of the downtown core demanded services that the municipal government was not willing to provide (namely, street lights), and on March 15, 1955, the City of Langley broke away and incorporated as a separate municipality. In 1957, Langley Township, along with other municipalities in British Columbia adopted the grid system for the road network. In 1967, Langley Township became part of Metro Vancouver. As with many other parts of Canada and cities in the United States, the Vancouver region expanded with the growth of the suburb. With the completion of the faster Trans-Canada Highway route in 1964 in the north of Langley, suburb communities such as Walnut Grove appeared in Langley which were popular with commuters. Most of this growth happened outside of the original communities of Fort Langley and Murrayville, instead happening adjacent to Langley City and near the Trans-Canada highway, likely due to the influence of private automobiles.



Langley City, 1967. [B.C. Ministry of the Provincial Secretary and Travel Industry. BCA I-21265]

Rapid population growth experienced in the greater Vancouver Region in the late 1960s and early 1970s led to the establishment of the Agricultural Land Commission in 1972 and a freeze on the development of agricultural land. 75% of the municipality was suddenly in the Agricultural Land Reserve, ensuring that future growth would be directed to land of minimal agricultural

significance, further concentrating the population in non-rural areas. This supports the continuation of both large-scale and mixed/hobby farming. Much of Langley’s recent residential growth has therefore been directed to areas such as Brookwood, Aldergrove, the Murrayville uplands, and Walnut Grove, while industrial and commercial development has occurred in Northwest Langley, south of Milner (the Mufford Industrial area), and north of Aldergrove (the Gloucester Estates). Concern about the rate of growth has recently led the Township to undertake a number of initiatives to protect the area’s environmentally sensitive areas and community heritage resources.

10. LANGLEY TODAY



Aerial shot of Langley, June 21, 2012. [Township of Langley]

Today, the Township of Langley is one of the fastest growing municipalities in the Lower Mainland. With ready access to major transportation routes, a United States border crossing, a large industrial base and an expanding population, the Township has the resources to create successful businesses and maintain a healthy economy. Over the past four decades, the Township has experienced a dramatic increase in population; local businesses and industrial and commercial developments have kept pace, with more than 6,600 companies currently operating within the Township. Census 2016 shows that the Township of Langley had a total population of 117,285, an approximate increase of 12.6% between 2011 and 2016. With six distinct communities, the Township boasts a number of exciting urban centres that provide an abundance of conveniences and amenities. The Township is also home to half the farms in Metro Vancouver. With 75% of the Township located within the Agricultural Land Reserve, agriculture and farming continue to play an integral role in the Township's economy, with farmers employing improved and innovative production techniques. Vibrant new neighbourhoods are being developed that offer flexible, affordable, and mixed housing options and the opportunity to live, work, shop, and play in a safe community. Despite the challenges of balancing development with preservation, the people of Langley are well aware of the value of their land and their history, and have demonstrated a strong ethic of conservation and stewardship. The future of Langley is unfolding within the context of a rapidly-expanding and increasingly diverse metropolitan region that is now internationally connected. Langley's past and present histories, memories and legacies will continue to inform its future development and identity.

PART B: LANGLEY THEMATIC FRAMEWORK

THEME 1: HABITATION

This theme celebrates the range of influences on Langley from its origins as the home of the Coast Salish, to its more recent European settlement, to its present transformation into a modern municipality. This place now known as Langley has supported a human population for millennia. In recent years, people from other parts of the globe have joined the indigenous Coast Salish, shaping Langley's cultural mosaic. European exploration of the area led to the establishment of Fort Langley by the Hudson's Bay Company, followed by increasing settlement. Many complex geographical, historical, political and socio-economic factors and events drove – and continue to influence – the development of the modern municipality.

Subtheme 1.A: Enduring First Nations Presence

Subtheme 1.B: Multicultural Settlement

Subtheme 1.C: Community Development

Subtheme 1.D: Natural & Cultural Landscapes

SUBTHEME 1.A: ENDURING FIRST NATIONS PRESENCE



SUMMARY

The Lower Mainland is layered with indigenous cultural landscapes and memories from continual use over many generations, and First Nations stories are written in the land. The coastal rainforest that envelopes British Columbia's Northwest Coast in a lush green blanket has been the ancestral home of First Nations people for at least 12,000 years. The rivers, marshes, beaches, and forests provided the Coast Salish, who first occupied the land upon which Langley now stands, with a wealth of resources. Although their presence is underrepresented in the material form, their enduring and dynamic connection with the landscape is inescapable and persists to the present day. This subtheme addresses the rich and enduring history of the First Nations people of Langley, and their deep and abiding connections with this place. Their long-term presence is often overlooked due to a lack of material evidence on the landscape today; however, the constant presence of First Nations people resonates throughout both the tangible and intangible urban fabric of Langley.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Langley lies within the traditional lands of the Coast Salish people, and their villages, seasonal occupational sites, places of spiritual significance, and natural resource procurement sites existed throughout the present municipality. This land contains the traditional overlapping territories of the Kwantlen, Katzie, Semiahmoo, Matsqui, Stó:lō and Tsleil-Waututh First Nations. As the colonial 'settler' communities developed, there was widespread displacement of indigenous people from their lands and waters, and large declines in population from factors like diseases.

Following decades of suppression and forced abandonment of First Nations traditional ways of life, many indigenous peoples, including the Coast Salish, have become drivers of their own destiny. Initially linked with a revival of artistic traditions that garnered worldwide recognition, this resurgence has led to a recognition, respect and reclaiming of traditional values and voices, ways of knowing and reclaiming of land and territories. Many First Nations languages were on the verge of becoming extinct, but recent community-based efforts have been made to revive them and teach them to younger generations. An example of reclamation was marked by a traditional ceremony in June 1994 when the name "Kwantlen First Nation" was reclaimed by Chief Marilyn Gabriel after the federal government had inappropriately named Kwantlen the "Langley Indian Band" with the establishment of the *Indian Act*.

The First Nations communities in Langley have continued to play an integral role in the growth and identity of the municipality, enhanced significantly with the revitalization of artistic cultural traditions beginning in the 1970s. The resurgence of First Nations cultural traditions extends beyond the artistic realm to reclaiming 'voice' and inclusion. The establishment of First Nations cultural centres has played a major role in reclaiming and interpreting First Nations histories according to traditional knowledge of cultural and educational systems.

SUBTHEME 1.B: MULTICULTURAL SETTLEMENT

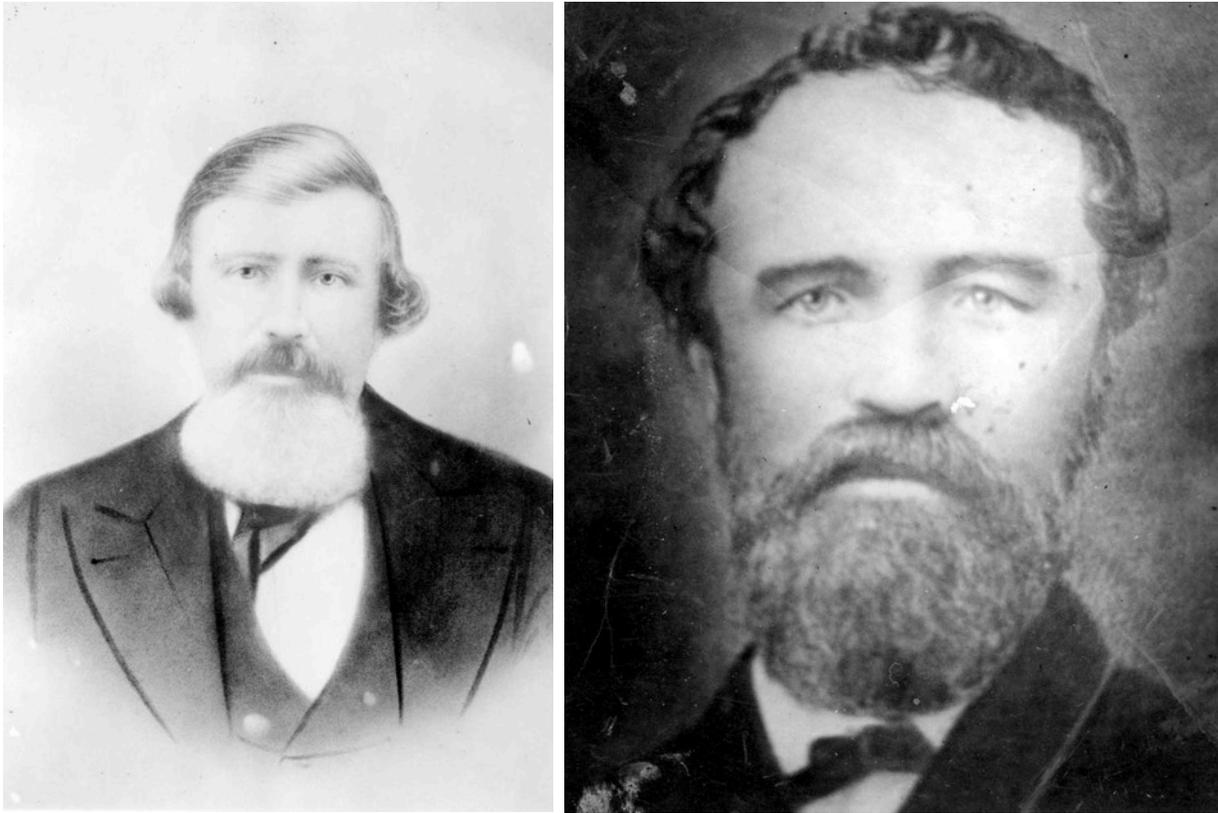


Fort Langley; Jason Allard on Horse; Kwantlen leader Chief Cassimere to the left, 1901. [BCA A-04314]

SUMMARY

This subtheme explores how Langley's culture and development have been shaped by the diversity of its settlers. This land was the traditional territory of the Coast Salish peoples. Langley's navigable river location, its proximity to the sea, and its untapped resources attracted settlement by many different

cultures, including the English and Scottish who dominated the corporate and administrative structures, the Francophones who were intimately connected with the HBC, the Hawaiian "Kanakas" brought in to labour at the Fort, and other diverse cultural groups. Much of Langley's early development owed its success to Oriental labour. Chinese workers were often employed in land clearing, and assisted in the construction of much of Yale Road. Similarly, Sikh and Japanese labourers were a significant component of the labour force in early logging and milling operations throughout the Township. While the Chinese and Sikh population tended to be seasonal, many Japanese settled in Langley's Fern Ridge, Coghlan, and West Langley districts between the two world wars and established successful berry farms. In the years following the end of the First World War, mass displacement in Europe resulted in Canada receiving a broad range of immigrants from Eastern Europe. After the end of the Second World War, a booming economy alleviated concerns over Canadian workers losing their jobs to foreign labour, initiating more waves of immigration. In recent years, immigration from many different countries has increased, including Asian countries such as China, Korea, the Philippines, Thailand and Vietnam. As Langley continues to grow and develop, the world's population is now reflected in an increasing diversity of new residents. Today, the Township of Langley is one of the fastest growing municipalities in the Lower Mainland.



Left: James Houston, circa 1850 [BCA A-00565]. Right: Ovid Allard [BCA F-00300].

ANGLO-CANADIANS

Despite the Hudson's Bay Company's Anglo origins, its workforce at Fort Langley was surprisingly diverse, and remained so until the arrival of the first waves of English and Scottish settlers. An 1860 ordinance facilitated the pre-emption of land for those who were male, British and at least eighteen years old; the first man to pre-empt land in Langley was Kenneth Morrison. As the land was acquired, the British population began to dominate, and by the 1880s and 1890s Langley culture became very tied to a British identity. As the Township developed, the Anglo settlers controlled the early growth and development of settlement, defining the structures of power and industry. This dominance remained in place until much more recent times. Typical of the pioneer Anglo settlers was James Houston, who was born in Dunfermline, Scotland on December 5, 1823, and died April 7, 1902 at Fort Langley.

FRANCOPHONES

As was the case with all the fur trading outposts on the Pacific Coast, over 60% of Fort Langley's staff was French-Canadian or Francophone Métis. The Hudson's Bay Company encouraged its workers to marry Indigenous women, who gave birth to several generations of Francophone Métis, of whom many settled in the area.

Ovid Allard, a Voyageur born in Montreal in 1817 and also known as Chatelain, had joined the HBC in 1834 and was instrumental in the fort's rebuilding after it burned down in 1840. He was also a trader, interpreter and supervisor at the Fort, rising up to the top of the ranks, though never allowed to become Chief Factor. In frustration, he left and built Fort Yale with six employees. He and his First Nations wife Justine had four children. In 1846, he assisted in establishing a new brigade route from Fort Kamloops to Fort Langley. He also assisted in building Fort Hope. He eventually was brought back as Chief Factor at Fort Langley, where he spent his last ten years. At the burgeoning community of Langley, he served as chairman of the school board and postmaster in the 1870s. By the time of his death in 1874, he had served forty years with the HBC. Ovid's son Jason Ovid Allard was born at Fort Langley in 1848, and witnessed the arrival of the gold rush miners. He worked as an interpreter for Judge Mathew Begbie. His

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

connections with First Nations, miners, the HBC and colonial officials, communicated through his diary, provide invaluable information for historians of the area.

The Hudson's Bay Company cemetery contains the mostly unmarked graves of over twenty people, many of them French-Canadians whose work allowed for the establishment and operation of Fort Langley. Many died young because of the rigours of their employment. One of the few surviving markers is that of Sarah Brousseau, the wife of HBC employee Basil Brousseau Jr. Ovid Allard, baby son of Jason and Séraphine Allard, is buried here, as is the senior Ovid Allard. Also likely buried in this cemetery were members of several other families of this period, including the Fallardeau, Pépin and Cromarty families, all French-Canadians. Ovid Allard is remembered by a heritage plaque unveiled in the cemetery in 1954.

Mr. and Mrs. Joseph & Georgianna Michaud, originally from France but who had settled near Quebec City, came to the West coast in 1878 with his brothers and sisters, following Joseph's cousin Maximilien Michaud, who had settled on the coast prior to 1878. The latter purchased 240 hectares of Langley Prairie, and this is where Joseph and his wife (of Irish origins) took up farming. Their house, at 5202 - 204 St., built in 1888, is the oldest house in Langley City, and was designated as a heritage site in 1980.

Another Francophone heritage house is the Wark/Dumais house at 5950 Glover Rd, build 1890-1910. Robin Wark, the first resident, was an early warden or mayor, while Albert Dumais and his family established and operated a major dairy operation for many years. Langley College developed the Langley campus with this house as a focal point for the other campus buildings.

KANAKAS

An example of the diverse settlement that occurred was the arrival of the Kanakas, Hawaiians who came to British Columbia early in the 19th century to work for the Hudson's Bay Company in the fur trade. On January 20, 1778, Captain James Cook first explored Hawaii, which he named the "Sandwich Islands" after the Earl of Sandwich. Hawaii (or Owyhee, the Hawaiian name for the islands) became a provisioning stop for vessels traveling between continents; many Hawaiians had maritime expertise and were taken on as replacement workers. By the 1820s, Owhyhees were routinely hired for the fur trade and were much prized as workers. Most signed a two or three-year contract; some stayed while others returned home. An Owhyhee, or Sandwich Islander, also became known by the Hawaiian word for human being, *Kanaka*. In 1827, six Kanakas listed as crew on the *Cadboro* helped build Fort Langley; Derby was originally a Kanaka and Coast Salish settlement until 1858-59. Over the next few years, the HBC expanded from being just a fur trading company into trading with First Nation's peoples for other goods. Timber from Fort Vancouver and salmon from Fort Langley became primary trading commodities with Hawaii, and the HBC appointed an agent in Honolulu to sell goods and to hire men for the return trip. By 1845, over 200 Hawaiians worked for the HBC in the Pacific Northwest, and many choose to remain after their contracts expired. Some Kanakas moved to Burrard Inlet in the 1860s to work in the saw mills, married local women and established a small community known as Kanaka Ranch in Coal Harbour, at the entrance to Stanley Park. Other Kanakas settled across the Fraser River, at Kanaka Creek in Maple Ridge. Given that there were very few Hawaiian females, Kanakas often intermarried with First Nations women. Inter-marriage between Coast Salish women and the Europeans was also common.

CHINESE-CANADIANS

A significant number of Chinese migrants arrived in the 1850s and 1860s as part of the gold rush, and many remained as labourers, miners, farmers, shop owners and merchants. Thousands of Chinese also immigrated in the 1880s as workers on the construction of the transcontinental railway. After the gold rushes and railway construction ended, a number of Chinese settled in areas throughout the Fraser Valley, working mostly on farms clearing land, and helping with haying, crop growing, tending vegetable gardens, and building dykes. It was not unusual for farmers to employ Chinese help as their farms became more prosperous. At Mount Lehman in the early 1890s, several Chinese worked as wood cutters, cutting cord wood for the Fraser River steamboats. A Chinese construction crew settled in the Mount Lehman area, working as cooks, laundry workers and labourers for the Canadian National Railway. From 1923 until 1947, Chinese immigrants were barred from entering Canada through the federal government's Exclusion Act. It was not until after the Second World War that Canadian-born

residents of Chinese descent were re-enfranchised and granted the right to vote. Despite this conflicted early history, the Chinese community have now been fully integrated with the Langley population.

JAPANESE-CANADIANS

The *Issei* – the first generation of Japanese immigrants – began to arrive in British Columbia in the early 1880s. Primarily men, they sought work in saw mills and as fishermen. As a result of the Anti-Asiatic riots of 1907, the federal government insisted that Japan limit the migration of males to Canada to 400 per year, but allowed an increase in the migration of women joining their husbands or unmarried women betrothed to men in Canada. Often employed in the fishing and boatbuilding industries, the *Issei* established families and spawned a second generation, the *Nisei*. Notably, a number of Japanese-Canadians entered active service during the First World War, in order to prove their loyalty to their country. After the end of the war, a substantial population of Japanese-Canadian families settled on farms in the Fraser Valley, growing bulbs, berries and vegetables. While the Chinese and Sikh workers tended to be seasonal, many Japanese settled in Langley's Fern Ridge, Coghlan, and West Langley districts, taking up land disdained by the European population, and establishing successful berry farms. In February 1942, as a result of the outbreak of war with Japan, the Canadian government announced that all Japanese, including those that were Canadian-born, would be forced to evacuate the British Columbia coast. Some 22,000 men, women and children of Japanese ancestry – 75% of whom were naturalized or Canadian-born citizens – were stripped of their rights, had their property sold and were forcibly uprooted from their homes. After the end of the war, on March 31, 1949, Japanese-Canadians were finally allowed to return to the coast. The *Sansei* (third generation) began to recover their community's history and culture, sparking a cultural renaissance that continues today.

SOUTH ASIAN-CANADIANS

In 1897, Sikh soldiers, then a part of the British Army, passed through Canada on their way from London to India, after participating in Queen Victoria's Diamond Jubilee celebrations. As a result of their exposure to this vast landscape, 45 East Indian immigrants arrived in 1904. Ironically, the exclusionary Head Tax imposed on Chinese immigrants created employment opportunities, and East Indians began to arrive in larger numbers, but like the Chinese and Japanese populations were denied the vote. The early South Asian immigrants sought work in the resource industries, especially in the lumber industry. They maintained their religious traditions in a mostly hostile environment that viewed them as a threat to the dominant Anglo culture and way of life. There were many discriminatory policies that limited immigration, including those that led to the denial of entry of 376 passengers aboard the *Komagata Maru* in 1914. The passengers, mostly Sikhs immigrating from Punjab, British India, hoped to make a better life for themselves and their families in Canada. Instead, they were denied entry despite being British subjects, were stuck on the ship in Coal Harbour for two months, and eventually forced to return to India. In 1930, the Abbotsford Lumber Company fired all of its Asian workers during the Depression to create jobs for white workers, and urged other companies to do the same. It was not until the 1930s that men from India could bring wives from their home country. They were denied the vote until 1947, when a new era of tolerance began, ushering in a wide variety of immigration from India, Afghanistan, Bangladesh, Bhutan, Nepal, Pakistan, the Maldives and Sri Lanka, as well as South Asian refugees from other countries, such as the mass exodus from Uganda in the 1970s. Once confined to smaller areas, today there is a large South Asian population throughout the Fraser Valley, involved in all facets of community life.

BLACK CANADIANS

Members of the African-American community began to arrive on the Pacific coast in 1858, invited by James Douglas – whose mother was of African and European descent – to counteract the impact of swarms of American gold-seekers; freed African-American slaves living in Northern California were promised land, the right to vote and full citizenship, and their glowing reports home drew hundreds more within months. Other African-American and Caribbean settlers arrived on the mainland shortly afterwards, including John Deas, a pioneer in the salmon canning industry after whom Deas Island is named. Although small, the Black presence was notable. The Reverend W.B. Crickmer, first rector of the Church of England at Derby, employed a black servant in 1859. Alexander Williams, a black pioneer of British Columbia, settled at Derby in 1862 and was a signatory to the settlers' petition of March 23, 1872 to incorporate the Township of Langley. It is Alexander Williams who was very likely "Alex the darkie" mentioned by some early Langley settlers, although he was not the first black known to have lived

there. With increasing liberalization of immigration policies in the post-Second World War era, many members of the Black community arrived from diverse African countries, including refugees fleeing brutal conflicts. Today Black Canadian community is integrated throughout the community.

OTHER MULTICULTURAL SETTLERS

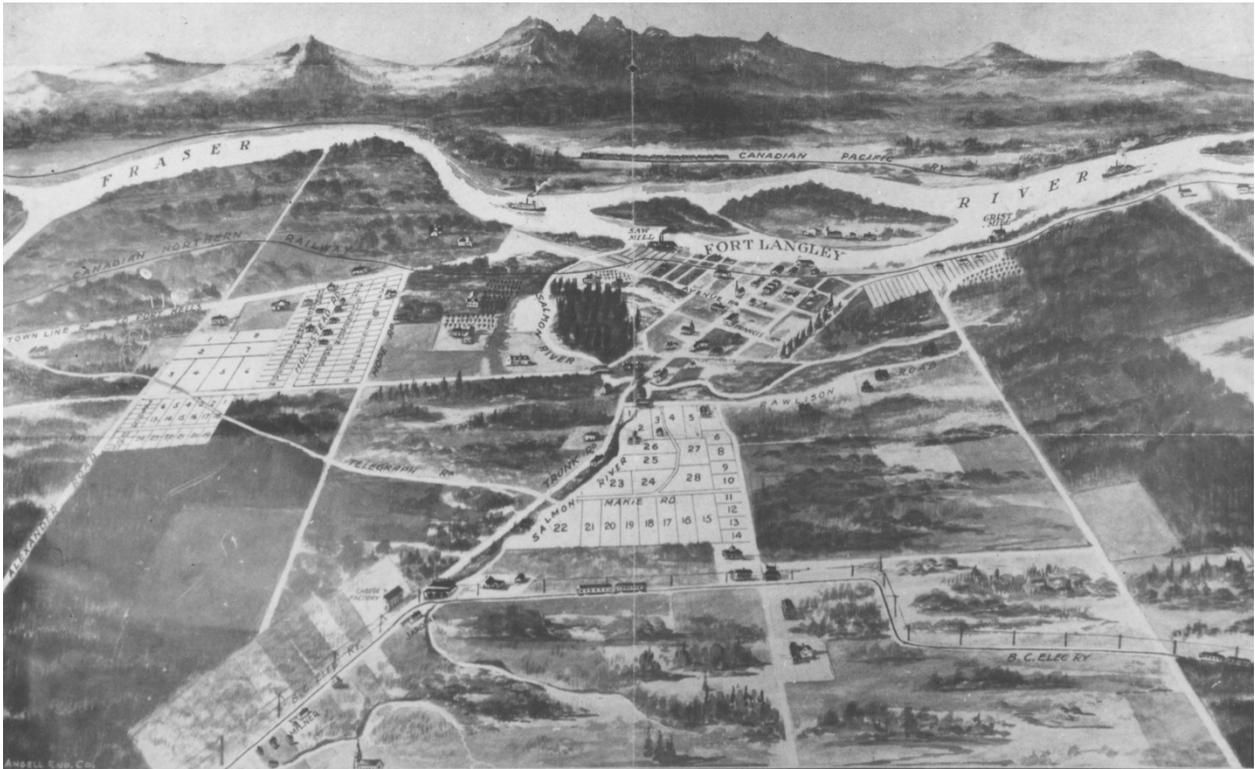
Growing resource industries were in desperate need of workers, who came from a variety of backgrounds and countries. Public debates raged over exclusionary policies, which ebbed and flowed with the rise and fall of economic conditions. In addition to the Chinese, Japanese and South Asian workers, many European immigrants were drawn to Langley's resource industries during the boom years at the start of the 20th century, including the Dutch who often farmed, and Scandinavians who worked in the fishing and lumber industries.

In the years following the end of the First World War, mass displacement in Europe drove mass exodus, and Canada was receptive to a broad range of immigrants from Eastern Europe. The Canadian government cooperated with efforts of the Mennonite community to admit 20,000 Mennonite refugees between 1923 and 1930, many of who settled in Abbotsford and east to Chilliwack. More waves of immigration followed the end of the Second World War, when Canada experienced unprecedented economic growth, which alleviated concerns over Canadian workers losing their jobs to cheap foreign labour. There was also a substantial influx of settlers from the Netherlands in the post-Second World War years. At the time, egalitarian ideas such as the welfare state and multiculturalism began to take hold in Canadian society, fostering greater tolerance of different cultural groups and raising concerns over racial and religious discrimination. The government tabled regulations in 1962 that virtually eliminated discrimination as a feature of immigration policy; prospective immigrants could no longer be denied entry to Canada on the basis of colour, ethnicity, or nationality. In 1966, the federal government tabled a White Paper that recognized immigration as a major contributor to the national goals of population and economic growth. Canada's relaxed immigration laws, including further protocols to accept refugees, led to new waves of immigration. On June 4, 1969, Canada signed the Convention relating to the Status of Refugees, eighteen years after it was adopted by the United Nations. In 1978, a new *Immigration Act* was passed, which recognized refugees as a special class of immigrants. Since then, Canada has gained the reputation of being a world leader in the protection of refugees, and continues to welcome immigrants from around the world.

Other cultural groups, too numerous to mention individually, have become part of the extremely diverse settlement of Langley. Each cultural community introduced distinct characteristics that influenced the development and fabric of the municipality. There was a surge of immigration from Europe after the end of the Second World War, and in recent years, immigration from many different countries has increased, including substantial immigration from Asian countries such as China, Korea, the Philippines, Thailand and Vietnam. As Langley continues to grow and develop, the world's population is now reflected in the municipality's demographics.

SUBTHEME 1.C: COMMUNITY DEVELOPMENT

This subtheme encompasses the rich social, cultural and architectural history that is reflected in Langley's diverse communities. The modern municipality developed from a series of distinct smaller communities. Settlement was driven initially by proximity to transportation and resources, but as settlement moved inland from the river and away from Fort Langley, other village centres began to emerge. These typically developed at a major crossroads, and usually featured a church, a general store, a hotel, a post office, and a blacksmith. Murray's Corners (later called Murrayville) was the earliest of these, having begun near Paul Murray's farm where the New Westminster-Yale Road intersected with the trail to Fort Langley. As the population expanded, some of these individual communities grew into substantial centres with their own identities, shopping streets and commercial services, which also absorbed some of the smaller settlements. In the postwar era, the municipality developed with new suburbs and street patterns that demonstrated the dominance of the automobile. The municipality's historical development is still reflected in the character of its individual communities.



Sketch map of Fort Langley and surrounding area by Charles Edward Hope, 1912. [Langley Centennial Museum Photo #0285]

FORT LANGLEY

Fort Langley was established as a trading post by the Hudson's Bay Company, but went into decline by the 1870s. Although the Fort's influence waned, the settlement that had grown up around it continued to prosper. Langley Post Office was established prior to 1872, and by 1873 W.W. Gibbs was the Postmaster; the name was changed to Fort Langley Post Office on July 1, 1912. The commercial area boomed again in the Edwardian era, prior to the First World War, which was made evident by the construction of many fine smaller commercial buildings that lined the main street, and by a number of new homes in the surrounding area. Improved access, and the arrival of the railway and electricity also spurred new development, which was abruptly curtailed with the general economic collapse of 1913. Many early buildings have survived, and Glover Road retains the ambience and scale of a small town 'Main Street,' with many mature plantings and historic buildings and places. The landmark Fort Langley Community Hall, built in 1931, acts as the symbolic centre of the community. Fort Langley National Historic Site is a popular site that commemorates the importance of Fort Langley as the birthplace of British Columbia. Glover Road is notable for having large tree lined streets and being home to many small independent businesses in the village centre. In the 1990s, the Village of Fort Langley underwent a revitalization of its core that enhanced its heritage

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

character and raised its profile as a tourist and independent retail destination with hundreds of thousands of annual visitors. This concentration of heritage sites is a significant community resource, which has been recognized as a Heritage Conservation Area.

MILNER

The Hudson's Bay Company Farm, also known as "The Farm," was started on Langley Prairie in 1833 on one of the most fertile sites in the Fraser Valley. In 1858, the miners flocking to the gold fields created further need for food production, and the Farm continued to be active throughout the 1860s, supplying Fort Hope and Fort Yale as well as the Company's steamships. The Farm did not remain profitable as it could not compete against goods imported from California and Oregon; the lands were subdivided and sold, ushering in an era of agricultural settlement. Milner Post Office was established April 1, 1908. The original Farm site is now bisected by Glover Road and the B.C. Hydro right-of-way, and is recognizable by the diagonal layout of its streets, which are offset from the standardized grid and subdivision pattern that surround it.

The village of Milner grew up where the BCER met the Langley Trunk Road (later called Glover Road) and the road to Murrayville (today's 216th Street). With its Methodist (later United) Church, Anglican Church (later moved to Otter), blacksmith, general store, post office and bank, Milner served the many farms that had emerged on the fertile lands formerly occupied by the Hudson's Bay Company's farm.



Milner, 1911- [BCA D-03435]

MILNER LOOKS TO THE FUTURE

Formerly the site of the oldest ranch in the Fraser Valley, every foot of land reminiscent of the days when the Hudson's Bay Company held sway over the Indian population, Milner today looks forward to a time in the near future when it will be one of the most important communities between New Westminster and Chilliwack.

Milner, then consisting of a school house, received its name in compliment to Lord Milner, several years ago, with the establishment of the post office there... Milner is a central point in Langley, and from it roads radiate north, south, east and west through the most fertile and thickly settled portions of the Langley Prairie...

The history of Milner as a village commenced two years ago, when H.A. MacDonald & Company,

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

recognizing the advantages offered with the coming of the railway through the valley, established a general store at the junction of the Townline road and the Langley trunk road, opposite to the Methodist church. The post office was transferred to the store and the village was started. A blacksmith shop shortly afterward was opened by Mr. Moir, and now there is a branch of the bank of Hamilton and an exchange of the B.C. Telephone, the latter housed in a permanent and comfortable home...

That the B.C. Electric railway company intend to assist Milner to become an important centre on their system is evidenced by the fact that here they have built one of the finest and largest station houses on the Fraser valley line, and further have erected a large freight storage warehouse, and laid out a large yard for handling freight, the only yard between Cloverdale and Clayburn.

The British Columbian, October 25, 1910, page 10.

MURRAYVILLE

The development of Murray's Corners had been made possible by the growth of a road network throughout Langley. Although in many cases little more than trails, these early transportation routes allowed settlers to penetrate the lands south of the river, and to establish the farms that became the lifeblood of the fledgling commercial centres. Built in 1865, the Yale Road was little more than a quagmire until 1875, when a contract was let to W.H. Vanetta for its improvement.

Paul Murray chose to settle here after the Yale Road was improved. He was born in Ireland in 1811 and immigrated to Canada with his family at the age of eighteen. The Murray family settled in Oxford County, Ontario, and ten years later Paul married Lucy Bruce. They bought land in Zorra and had seven children together. In May 1874, after his children were grown, Paul left Ontario and relocated in B.C., accompanied by three of his sons. Their first home in Langley was a roughly built shelter they made for themselves from a gigantic fir tree, and after his wife and two of his daughters arrived, they all lived there together. Murray's son, Billy, built a hotel here to cater to tourists passing through on their way to the interior. This was the first permanent building in the settlement, and the corner where the hotel stood eventually became known as Murray's Corners, as the family had a quarter section of land on each corner. Langley Prairie Post Office was established November 1, 1883, with Adam Innes as Postmaster. Murray's Corners eventually came to be known as Murrayville, and all of Paul's sons worked on Old Yale Road, building more hotels and other businesses to increase commerce. Paul was an ordained church elder, during a time when there were no official churches and services were held in a small schoolhouse on the corner of Glover Road and Old Yale Road. Holding the title of founder of Murrayville, Paul Murray died in 1903. Murray's Corners became 'Murrayville' when the name of the post office was changed on May 16, 1911.



View of Murrayville showing Langley Prairie, 1929. [W.J. Moore Photo Co. CVA PAN N155]

In 1889, the brush was cleared for the first church in the area, Sharon Presbyterian. Further development occurred rapidly, and Murray's Corners became one of the most important settlements in Langley. The settlement grew up

as a service area for travellers and for the local agricultural community. At its height (in the early 1920s) the village featured two churches, a blacksmith and feed shop, a livery stable, two hotels, two general merchants, a toy factory, and a community hall that also served as the seat of local government (Langley had been incorporated in 1873). Now called Murrayville, it retains a number of early buildings from all eras of development, from the earliest hotel and church (1880s), to later farmhouses and barns (1900s to 1910s), a school and early suburban residences (1910s), and a later store, church and Murrayville Community Hall (1920s and 1930s). This concentration of heritage sites is a significant community resource, which has been recognized as a Heritage Conservation Area.

ALDERGROVE

The advent of the Yale Road led to the development of a hamlet where the Yale Road met the trail to the United States. The crossroads became known as Shortreed's Corners, and was named after Robert Jr. and Duncan Shortreed, brothers from Ontario who operated a general store. The Shortreed family was instrumental in the homesteading of this area, and settled on several adjacent quarter sections. The new settlement featured a general store and post office, and the Township's first Custom's office (in the home of settler William Vanetta), and was later known as 'Alder Grove' – a name suggested by George Bruskey due to the plentitude of Alder trees in the area. Alder Grove Post Office was established October 1, 1885. Pioneer families like Ross, Vanetta, Poppy, and Jackman brought livestock and seed and farmed this fertile area.

Residential development was accelerated through the efforts of F.J. Hart & Company Ltd., of New Westminster, and the Western Home & Improvement Company Ltd., who speculated in subdivided lots, and widely advertised the merits of the Aldergrove area. In the book, *Apple Lands of Aldergrove*, published by the London-based F.J. Hart and Co. Ltd., circa 1910, the viability of farming in this area was described in glowing detail: "The soil in Aldergrove is the same almost-magical clay loam which met the requirements of those tested old pioneers (at the HBC),"

One of only two stops of the Great Northern Railway in Langley was at Aldergrove, and it was the presence of this railway that hastened the growth of the district. Logging companies began to lease huge timber holdings, knowing that spurs (known as 'shoeflies') could be run to their camps from the Great Northern line, which encouraged the development of a commercial centre at Aldergrove. Metro Vancouver has established Aldergrove Regional Park, which straddles the border with Abbotsford and contains several significant heritage buildings. The Aldergrove community today remains a distinct commercial and residential area, and also retains an international border crossing.



Second Patricia School, Langley, 1952 [BCA I-31839]

SOUTHEAST LANGLEY

Yale Road also provided access to the Southeast Langley area. This area remains essentially rural in character. Its location along the American border gave rise to many interesting stories of smuggled goods, from a time when the border was perhaps less carefully patrolled. A number of Canada Customs houses were later built here, two of which remain. Patricia was a distinct community established two miles north of the border and centered on what was then Townline Road (264th Street); many of the first settlers arrived from the United States, and the area's farmers took their produce to Lynden and Bellingham to sell. The "South Aldergrove School" opened in 1891, near the corner of 264th Street and 8th Avenue, and was renamed Patricia in 1912 after the youngest daughter of the Duke of Connaught. The community also had a post office from 1912 to 1917, as well as the Patricia Lutheran Church, which was active for a short time in the early 1900s and then sold and reverted to a house in 1921. The Patricia Community Club built a hall in the 1920s that was demolished when a new hall was completed in 1959. As the area was remote, it did not receive electricity until after the end of the Second World War.

SOUTHWEST LANGLEY

European settlement in the Brookwood-Fernridge area began in the late 1880s, when the area's open meadowlands, fertile soil and heavily timbered forests drew settlers to the Campbell Valley area. These first settlers were closely tied to the logging industry, and some brought their established land-clearing skills from the farming industry to the timber industry to support their farming efforts. Early settlers were drawn to the fertile lands of the Campbell River Valley, including Alexander Joseph Annand, who homesteaded here in 1886. In addition to farming, saw mills were set up as the land was being logged of its first growth timber. The *1892 Report on Agriculture* describes the area around Hall's Prairie and the new settlement of Glenwood as heavily-timbered, with some open meadow land, although much of the old growth timber in the eastern part of the area was destroyed by fire. Despite some impediments such as difficult terrain and marshy areas, some 50 ranchers settled in this area, even though less than ten percent of the land was cultivated. The community had strong connections west to Surrey and south to Blaine. Glenwood was one of the first of these areas to be settled by those who established farms and sawmills to take advantage of the abundant first growth timber. One of the earliest documented local institutions in the area was the first Glenwood School built in 1891 at North Bluff (16th Avenue) and Johnson-Townline (216th Street).

By the turn of the 20th century, the numerous small logging operations in the area began to benefit from a growing local market and improved transportation links. The Great Northern Railway line completed in South Langley in 1909 was of great importance for lumber transport, and the Fernridge Lumber Company established a spur line to the railway that ran through the north end of Brookwood within a year of its arrival. The British Columbia Electric Railway that ran through the middle of Langley opened in 1910, supported the lumber mills by allowing them to install spurs anywhere along the line. Early farms in the area were initially served by roads that ran on a predominantly north-south axis, with small sections of road that provided east-west access to individual farms.



The Fern Ridge Post Office was established July 1, 1908, and closed October 15, 1926. Fernridge Hall was constructed in 1921. Brookwood was located to the south of the City of Langley; Brookwood Post Office was established February 16, 1925, and closed October 15, 1926. Additional facilities that served the growing community in the decades that followed include the Brookwood Community Hall, originally known as the Brookwood Club Association Hall, built in the 1930s by Fred Brooks on 200 Street south of 44 Avenue. This building was converted to the Langley Playhouse in 1972 and has become a cultural landmark for the neighbourhood and Township. St. Paul's Anglican Church, built c.1947, is representative of the post-war development in Brookwood and its longstanding function as a church continues to serve the area today as the Life Tabernacle.

Hope MacPherson with Noel and Gertrude Booth and their children Mark and Valara outside their Service Station, 194-. [Langley Centennial Museum Photo #3364]

The Booths were a well-known family that first arrived in Fern Ridge, south Langley, in the fall of 1921, to continue operating the local post office there. Mrs. Gertrude Booth assumed the role of postmistress while Mr. Booth commuted to Vancouver to his plumbing business until the mid 1920s. The Booths expanded the services of the post office soon after. Initially a limited number of goods were offered for sale. It is unclear as to when the fuel pump service was begun at the Booth Store, but there were two pumps - gas and coal-oil (which was used

extensively for lighting and heating prior to electricity in rural Langley). During the Second World War the Booths' established a fleet of mobile stores, at the height of their use between 1946 and 1947. The service was decreased to a one-vehicle operation in 1947, and the last remaining vehicle, a Diamond "T", remained in service until 1963 when the traveling grocery was cancelled.

Metro Vancouver has established Campbell Valley Regional Park, which contains a number of significant historic sites. Today, Brookwood-Fernridge is a developing residential area, with Brookwood Village on 200th Street and 40th Avenue featuring independent stores as well as larger chains.

NORTHEAST LANGLEY

This area was settled early in Langley's history due to its proximity to the Fort, its fertile land and ready access provided by the river and the railway. As early as 1865, the path of the Collins Overland Telegraph Line passed through the area, part of which survives in Telegraph Trail, a winding country road between 72nd and 80th Avenues. The B.C. Electric Railway interurban line, which opened in 1910, included stops at Harmsworth, Coghlan and Jackman. A powerful reminder of the importance of this commuter and freight service is the imposing Langley Substation, located on 256th Street; this classically-inspired industrial structure was built to boost the power to the interurban trams at the halfway point between Cloverdale and Clayburn. Among the early settlers of the area were brothers Nathaniel and Henry Young Coghlan, who moved to Langley from Atwood, Ontario and homesteaded adjacent quarter sections along Telegraph Trail. Coghlan was established as a stop on the BCER Fraser Valley line that opened in 1910; one of the large BCER Substations was located here due to engineering requirements, and a small community began to develop. The local stop on the BCER line was named Coghlan in honour of the Coghlan brothers' efforts in cuttings some 20,000 ties for the construction of the tracks. Coghlan retains some early historic structures including its early community hall. At the northeast corner of the municipality, adjacent to the river, was the early community of Glen Valley, situated in gently rolling rural territory. The riverboat *Skeena* used to dock here, near the foot of 272 Street, originally known as Jackman Road.

NORTHWEST LANGLEY

The early settlement of Northwest Langley was tied to the development of the first Fort Langley, and later the Townsite of Derby. Agricultural land here was fertile and subject to flooding, which provided ideal conditions for the naturally occurring cranberries that were later harvested by local First Nation's peoples for the Hudson's Bay Company. Allard Crescent follows the original wagon trail that ran east to the fort. In April and May of 1865 the Collins Overland Telegraph Line was constructed through north Langley. From New Westminster it followed the most accessible route along the south side of the Fraser River to Hope, then crossed to follow the Cariboo Wagon Road as far as Quesnel before heading farther northwest. Roads still follow part of the path of the telegraph line, including a stretch between 216 Street and Glover Road. Metro Vancouver has established a park site on the riverfront, the Derby Reach Regional Park, which includes a number of sites of historic significance, including the Alex Houston Residence & Outbuildings, the Karr/Mercer Barn, and the Hudson's Bay Company Cranberry Bog. The area still retains much of its rural character, although there has been substantial suburban development around the early roots of Walnut Grove on what is now 88th Avenue.

WALNUT GROVE

Walnut Grove is located in Northwest Langley, north of the Trans-Canada Highway, and west of Fort Langley. In the 1880s early settlers, most notably the Yeomans family, homesteaded the area that became known as Walnut Grove, centered near what is now the intersection of 96 Avenue and 208 Street (Town Line Road). Settlement was spurred by the C.N.R. railway line, which passed right through the area. Charles Yeomans' first house, built in 1887 on 208 Street, was located adjacent to the railway; his second house was built in 1925. The Walnut Grove Post Office was established April 1, 1913 in the Yeomans house; the first postmasters Charles Yeomans (1913-1917); Mrs. Isabella E. Yeomans (1917-1924); R.W. McInnes (1925-1934) and Miss Rosalie Emma Yeomans (1935-). Expanded as one of the first fully-planned communities in the Township during the late 20th century, Walnut Grove is now an established neighbourhood, with many supermarkets and shops, and easy access to the highway making it desirable for commuters.

SALMON RIVER UPLANDS

The Salmon River was important to the early settlers as one of the main waterways adjacent to the Fort and as one of the sources of the profitable salmon run. The Otter Post Office was established May 1, 1893; closed October 31, 1917. The earliest settlers were drawn to the Salmon River Flats at the downstream end, but higher up the river, in the uplands area, fertile agricultural land was homesteaded during the next wave of settlement. Later, in the 1920s and 1930s, the Salmon River was a popular place for Vancouver residents to come fishing and berry-picking, as it was readily accessible by the interurban; several local houses were converted into hotels in order to provide tourist accommodation.

WILLOUGHBY

Willoughby is a rural area located just west of the original Hudson's Bay Company farm lands. Gently rolling hills rising to the west of the flat lands attracted settlers gradually moving farther away from Langley Prairie. These settlers established this small community centered on 208 Street near 80 Avenue. The Willoughby Post Office was established May 1, 1921, and closed December 15, 1927. The local school, community hall, a church and several residences have survived as reminders of the earlier way of life in this small settlement. Located in the north of the Township and south of the Trans-Canada Highway, Willoughby is now a mixture of new developments and undeveloped rural land. At the centre of Willoughby is the new Willoughby Town Centre development. This is also the location of the Langley Events Centre. The residential and commercial area located south of Willoughby that overlaps the City of Surrey, and Langley City, known as Willowbrook, supports a regional commercial centre that serves the greater Langley area today.

LANGLEY CITY

Langley Prairie (today's City of Langley) was the third of the Township's historic village centres to emerge. Located where the BCER met the Yale and Langley Trunk Roads (as well as the road to Cloverdale and Ladner), Langley Prairie developed first as a child of the railway, and later of the automobile age. Its accessibility by car and its range of amenities such as banks, medical services, hotels, cafes, agricultural supply shops, and a theatre, ensured its pre-eminence among the Township's urban centres. Langley Prairie Post Office was established here on May 16, 1911. In 1955, residents of the downtown core (then called Langley Prairie) demanded services that the municipal government was not willing to provide – street lights – and on March 15, 1955, the City of Langley incorporated as a separate municipality. The name of the post office was changed to Langley on June 1, 1955.



Langley City, 1967. [B.C. Ministry of the Provincial Secretary and Travel Industry. BCA I-21266]

SUBTHEME 1.D: NATURAL & CULTURAL LANDSCAPES

With its temperate climate, rich alluvial soil, abundant rainfall, frontage on the Fraser River and numerous watercourses, Langley is a lush, green landscape whose inhabitants value a variety of natural, agricultural, cultivated and designed green spaces. Ancient sites, pastoral agricultural fields, country roads, stands of trees and remaining swaths of natural environment all contribute to a unique environmental legacy. This subtheme explores natural landscapes and ecosystems that have been preserved, cultural landscapes that have been created, and the development of parks and landscaping in the public realm.



Langley Prairie and the Escarpment, 1947. [B.C. Ministry of the Provincial Secretary and Travel Industry. BCA I-21245]

Much of British Columbia is composed of rocky and non-arable land, and agricultural land comprises only a small percentage of the total land area; this is also the land that is most desirable for settlement. Langley, as a fertile agricultural region, is constantly under development pressure, as the population continues to grow rapidly. There is a growing understanding of the importance of natural and cultural landscapes, and our connection to the land, its historical development, and what will happen to it in the future. Langley continues to experience land conflicts, that have put pressure on ecosystems, flood plains and surviving forest lands. In response, the Township has developed buffers along the highway for use as recreational trails, and promotes the development of buffers between agricultural and "urban" (i.e. developable land). These wide swaths of green vegetation seek to address potential conflicts of use and provide enhanced edge treatments between urban and rural lands. A number of creek corridors have been dedicated through the development process.

The following are some of the features that typify the remaining natural and cultural landscapes of Langley.

Langley Prairie / Escarpment

The Hudson’s Bay Company Farm, also known as “The Farm” was started on Langley Prairie in 1833 on one of the most fertile sites in the Fraser Valley. The area’s agricultural potential was noted by the McMillan expedition in 1824; James Yale later established a 2,000 acre farm on this choice land located four kilometres southeast of the Fort. This farm, plus farm lands beside the Fort, supplied produce for HBC forts and vessels on the west coast. The farm continued to grow, and by 1844 the company had control of more arable land than it could till in one season. The harvest coincided with the annual salmon run, which was more profitable for the Company, and as a result, farming operations were scaled back until after 1850, when foodstuffs began to be supplied to the new settlements on Vancouver Island. In 1858, the miners flocking to the gold fields created further need for food production, and the Farm continued to be active throughout the 1860s, supplying Fort Hope and Fort Yale as well as the Company’s steamships. The Farm did not remain profitable, as it could not compete against goods imported from California and Oregon. By 1870, the HBC was actively seeking a buyer for the land; due to lack of interest the Farm was subdivided in 1876 into 20 lots of approximately 40 hectares each. Only four of the lots sold at auction two years later; the last lot was not sold until 1888, to Joseph Mufford. The original Farm site is now bisected by Glover Road and the B.C. Hydro right-of-way, and is recognizable by the diagonal layout of its streets, which are offset from the standardized grid and subdivision pattern that surround it.



Aldergrove Regional Park [Metro Vancouver]

Aldergrove Regional Park includes second growth forest, wetlands, meadows and fields straddling the Township of Langley and the City of Abbotsford boundary. Operated since 1969, the park provides a range of recreational opportunities including overnight events, preserves significant cultural resources, protects riparian and wetland habitat along the Pepin Brook corridor, and supports research and conservation projects for threatened and endangered species. The park’s current program and facilities have evolved over time in response to public demand for basic access, influences such as gravel extraction, pre-existing amenities and community initiatives. While the present day park area is located within traditional First Nations territory, the park is perhaps unique within the region as only the Matsqui First Nation include it within their traditional territory. The land surrounding the reserve, including the present Gordon’s Brook area of the park, was the site of large aboriginal gatherings prior to European settlement. Pepin Brook, which traverses the park, is known as ‘Leqetsel’ and a travel route ran adjacent to this waterway linking traditional hunting, fishing and gathering areas. A Transformer rock called ‘Meqsel’ (meaning nose) is located within the eastern park boundary and illustrates the depth and longevity of human ties to the natural world.



Left and Below: Campbell Valley Regional Park [Metro Vancouver]

Campbell Valley Regional Park is a regional park maintained by the Metro Vancouver Regional Parks board. The park is formed from 6 historical farm plots, with portions set aside for the Langley Tree Farm and scout Camp McLean. It contains a vast number of hiking, walking and equestrian trails as well as functional facilities such as picnic shelters. The park is also the location of the Metro Vancouver Regional

Parks East Area offices, located at the northwest corner of the park. In the late 19th century and the early 20th century, many logging companies took advantage of the temperate rainforest in the area and clearcut the entire park. During this time, logging railways wound throughout the park. The route of one such rail line is clearly visible today along the Ravine Trail at the South end of the park. The routes of the railways are marked on park maps. Throughout the second-generation rainforest, which has successfully recovered, many stumps of the fallen trees are left, some in excess of two metres across. These stumps bare the scars from springboards, the name for platforms that loggers would cut into the large trees to reach a narrower section of the trunk. The southern end of the park is home to both the Annand / Rowlett Farmstead and the historical Lochiel Schoolhouse. The Langley Speedway, a paved racing oval, is located in the eastern section of the park and is maintained by the Langley Speedway Historical Society.



OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Derby Reach Regional Park is the home of the original Hudson Bay Company Fort Langley site and a legacy of First Nations occupation and pioneer farming. The park encompasses an orchard of heritage apple trees, a historic industrial Peat Farm, and Black cottonwoods that support the nests of a colony of blue herons.

Derek Doubleday Arboretum is a natural landscape that contains wetlands, pathways, view areas of the natural scenery surrounding Fraser Creek and a tributary to the Nicomekl River. Sustainable horticulture and urban agriculture activities are part of its master plan.

There are dozens of other parks in the Township that range from passive to athletic uses, but the following have historical relevance with respect to either their location, or who they commemorate, including:

- Williams Park (includes a registered archaeological site)
- McLeod Park (home of Dixon Farmstead)
- Municipal Natural Park (a preserved forest that was saved from gravel extraction)
- Jackman Wetlands (a recent natural park on an old gravel pit and landfill site)
- Philip Jackman Park (Aldergrove)
- McMillan Park (on the Salmon River at Trinity Western University)
- Marina Park (on Fort Langley waterfront)
- Ponder Park (rural lands acquired by the Township in 1933 and set aside as parkland in 1957. It was subsequently developed from donations from service clubs and governments for the recreational use by Scouts and Guides who still helps maintain it today).

In addition there are many aspects of the rural character of Langley that have been identified and preserved, including individual trees and rows of trees, such as the row of Sequoias on 96th Avenue. In the early 1990s, the Township also recognized the special character of some of its remaining rural country roads, which did not meet current engineering standards and whose character would be irreparably harmed through upgrading.

Despite many development pressures, the majority of Langley is contained within the Agricultural Land Reserve, and many aspects of its rich natural and cultural landscape heritage have survived.



Belmont Oaks, 21812 48th Avenue [Township of Langley]

THEME 2: ECONOMIES

From the earliest hunters and gatherers to today's post-industrial workers, the inhabitants of Langley have worked in a wide variety of ways to sustain themselves. This theme examines the historical legacies of early subsistence economies; commercial pursuits in fishing, farming, forestry and mining; manufacturing, production and distribution; trade and commerce; the development of infrastructure that supported these economic pursuits; and the labour, technology and innovation that made it possible.

Subtheme 2.A: First Economies

Subtheme 2.B: Transportation & Infrastructure

Subtheme 2.C: Communication

Subtheme 2.D: Extraction, Production & Distribution

Subtheme 2.E: Commerce & Service Industries

Subtheme 2.F: Labour

SUBTHEME 2.A: FIRST ECONOMIES



The 'Goodfellows' fishing camp on Boundary Bay, circa 1895, at what is now known as Maple Beach, with Kwantlen canoes, fish drying racks and a wooden building on the shoreline. Joseph Goodfellows was a Point Roberts fisherman who operated fish traps in Boundary Bay. (Delta Museum & Archives; Photograph from A. E. Fawcett Album CR-125, fonds 1970-1-120).

SUMMARY

The Coast Salish have harvested a vast range of resources from the rivers, marshes, and forests since time immemorial. A hunting and gathering economy remained in place into the Contact period. The First Nations cultures were based on the wealth of the river, the forest and the sea, including the collection of salmon as well as other fish species and shellfish. These foodstuffs were augmented through hunting, and harvesting of plants including roots, leaves, and berries. Enough resources were collected to meet their needs and to trade with other indigenous groups for items not available within their territory. A shift to a more capitalist economy emerged following contact that further altered the subsistence practices of the Coast Salish. Increasingly restricted access to land and sea, appropriation of First Nations land for non-indigenous settlement, relocation of First Nations peoples to reserves, and efforts to eradicate traditional ways of life resulted in an economy expanded to include wage work. This resulted in an industrial seasonal round, with some First Nation's peoples following a cycle that included working in saw mills, canneries, mines, shipyards, and railways, picking hops, tending gardens, as well as fishing. First Nation's people continue to work – now as they did then – in a number of these economies. Some First Nations groups shifted to seasonal wage work in the resource industries, and over time became self-organized and evolved into owner-operators. Today, First Nations peoples are developing resources and industries in an entrepreneurial manner.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

The Coast Salish have harvested a vast range of resources from the ocean, coastal inlets, rivers, marshes, and forests since time immemorial. A primarily hunting and gathering economy remained in place into the Contact period though there is substantial evidence for a form of agriculture that involved the removal of competing species to improve the success of the target species. The First Nations cultures were based on the wealth of the river and the forest, and on inter-nation trade. The primary economy of the Coast Salish came from the sea through the collection of salmon, as well as other fish species and shellfish. These foodstuffs were augmented through hunting, and collection of plants including roots, leaves, and berries. Enough resources were collected to meet their needs and to trade with other indigenous groups for items not available within their territory. The rivers provided important trade routes throughout the region.

Langley was a permanent home for First Nations' people as well as a crossroads and seasonal gathering place for other speakers of the Coast Salish languages. Coast Salish from Puget Sound, Boundary Bay, and Southern Vancouver Island are recorded by 19th century diarists as having used the Nikomekl and Salmon Rivers (which were navigable until the 1800s) as a short-cut to the salmon fishery in the Lower Fraser Canyon. Seasonal visitors likely gathered in the West Langley area to harvest wild cranberries while the Saanich people are said to have owned a weir on the Salmon River near Fort Langley. Permanent villages probably stood near the site of the current Katzie Reserve, at the mouth of Yorkson Creek, and in the vicinity of the later Derby town site. The village on McMillan Island at Fort Langley dates from after 1838, when the Kwantlen band moved from Kanaka Creek (on the north side of the Fraser River) to seek the protection and other benefits afforded by the Hudson's Bay Company's Fort Langley post. Salmon, sturgeon, and other fish were plentiful. These, and wild berries and tubers, formed the basis of the Coast Salish diet. The Western Red Cedar was the source of timber for housing, implements, and items for ceremonial life. Its roots were processed then woven into baskets, while its bark was used for clothing. The game of the forests was an additional source of food, the pelts and hides being used for clothing.

A shift to a more capitalist economy emerged following contact that further altered the subsistence practices of the Coast Salish. With increasingly restricted access to land and sea, appropriation of First Nations land for non-indigenous settlement, relocation of First Nations peoples to reserves, and efforts to eradicate the traditional way of life resulted in a shift to a more sedentary life, with negative implications for First Nations peoples. Their economy was expanded to include wage work to support their families. This resulted in an industrial seasonal round, with some First Nations peoples following a cycle that included working in saw mills, canneries, mines, shipyards, and railways, picking hops, tending gardens, as well as fishing – now undertaken on an industrial scale. First Nations continue to work – now as they did then – in a number of these economies. Some First Nations groups shifted to seasonal wage work in the resource industries, and over time became self-organized and evolved into owner-operators. Resources and industries are today being developed in an entrepreneurial manner.

SUBTHEME 2.B: TRANSPORTATION & INFRASTRUCTURE



Corporation of Langley Federal Motor Company truck, likely in Vancouver, April 1920. [BCA C-02428]

This subtheme addresses the development of Langley's transportation networks including the use of water routes, early paths and trails, construction of public works, the development of a network of services that reflect technological and engineering achievements, and the municipality's growth as a regional hub for transportation.

Component 2.B.1: Rivers & Waterways

Component 2.B.2: Trails & Roads

Component 2.B.3: Railways

Component 2.B.4: Aviation

Component 2.B.5: Power Generation & Distribution

Component 2.B.6: Water Supply & Management

COMPONENT 2.B.1: RIVERS & WATERWAYS



Inaugural trip of the S.S. Paystreak to Langley, March 10, 1910. [BCA C-07975]

SUMMARY

The northern edge of Langley is defined by the mighty Fraser River, which for millennia has been a source of wealth and a transportation highway. The Fraser is heavily exploited by human activities; its banks front rich farmland, and it provided one of the most productive salmon fisheries in the world. For thousands of years, many First Nations occupied well-defined areas along the Fraser River benefitting from the fish, wildlife and vegetation associated with the river environment. The Salmon and Nickomekl Rivers, and other waterways,

were also important transportation routes and sustained the local economies. In more recent times, First Nations were joined by explorers and settlers, who similarly harvested the resources of the region, using the river for its rich fishery, for transportation and as a support for agriculture and community life.

COMPONENT 2.B.2: TRAILS & ROADS



Milner Livery stable, located in Milner town centre on Johnston Townline (216th), between 1910 and 1920. [Langley Centennial Museum Photo #1453]

SUMMARY

The Coast Salish people created a network of trails throughout the Langley area, some of which formed the basis for the municipality's first roads. Early wagon trails were pushed through the forest to provide access to farms and growing communities, and over time a road network was developed that connected to a regional network. With the advent of the automobile age, better roads were required, and unpaved gravel roads received a variety of pavements. Beginning in the 1930s and culminating in the postwar era, there was a decline in the use of the railway and the interurban, and rubber-wheeled transport began to dominate the movement of people and goods.

Trails had been established throughout the area by the Coast Salish, connecting easily-accessible waterways with land routes. The first Europeans used these waterways and trails as the basis for their early travel, and then began to establish their own routes, often expropriating vast swaths of land from First Nations territories and reserve lands as they created roads, railroads and later highways.

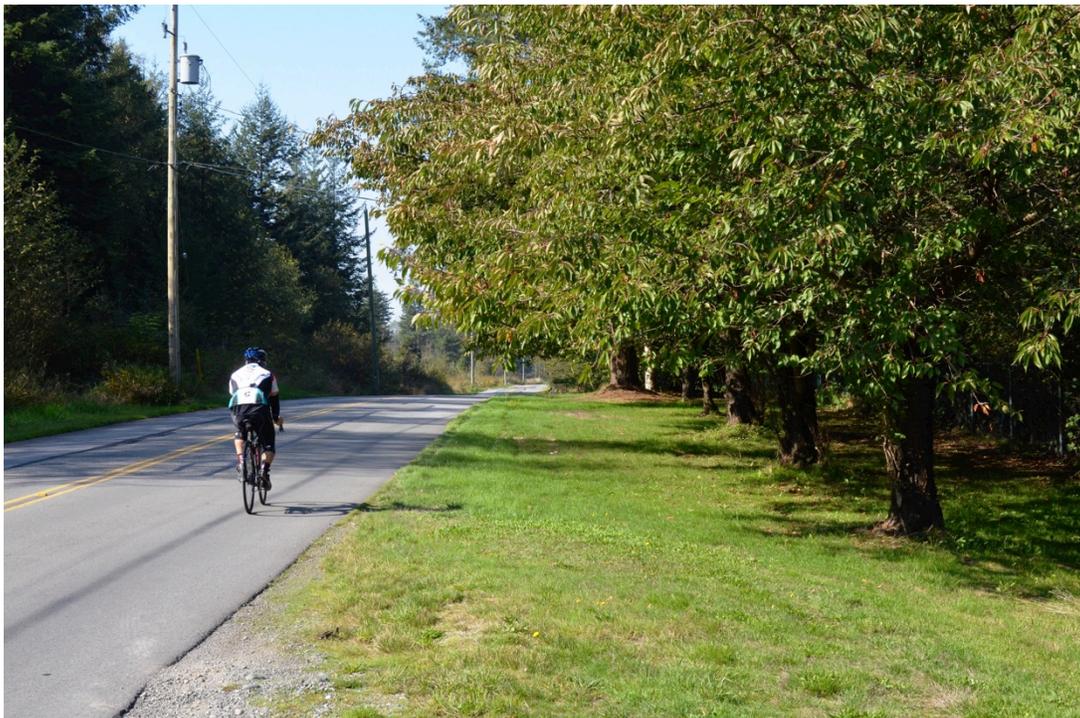
The development of a road network was essential to provide access to the farms that were being established in the 1860s, and to connect Langley Township with its surroundings. The newly-established provincial government responded to the needs of the Lower Mainland settlers, and in 1872 construction began on the New Westminster and Yale Wagon Road, later just known as Yale Road. The challenges were considerable, and roads did not necessarily follow linear right-of-ways, due to construction challenges that required road curvatures. Although an improvement, it could hardly be considered a road, and was often completely impassable. With municipal incorporation in 1873, the new council turned its attention to the further development of local roads. In 1875, a

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

road was built to join Langley to the Yale Road, requiring a bridge over the Serpentine River. A local road tax was imposed in 1876, and grants were requested from the province, but progress was slow and newly-built roads were not necessarily maintained. In 1896, a Statute Labour Bylaw was enacted that required adult males to assist in roadwork, with the number of days required being proportional to the value of their land. Some farmers undertook the construction of their own roads, to connect to the provincial and municipal roads.

The early settlement was dependent on horses, which provided transportation and hauled goods. Livery stables, saddleries, blacksmiths and tack shops were established to provide equestrian supplies and services. Over time, horses were replaced by other modes of transportation, and shops sprang up that sold and serviced bicycles, motorcycles and automobiles. The first automobiles were beginning to appear but were not yet popular enough to warrant significant road paving programs. In September 1899 the first automobile was seen in Vancouver, but it was a few years before they became commonplace and were seen around the region. The province started regulating motor vehicles in 1904 when 'An Act to Regulate the Speed and Operation of Motor Vehicles on Highways' was passed. As automobiles became common at the beginning of the 20th century, the sale, servicing and fueling of cars became an increasingly important sector of the economy. Over time, stables began to be replaced by automobiles garages, and livery stables by service stations.

After the end of the First World War, cars were starting to become common and the population was expanding outward from the city centre. Many local and rural roads in the Township were gravel, but due to maintenance challenges, other paving methods started to be undertaken. The opening of Surrey's Pacific Highway in 1922 provided a direct link to the United States. The three-kilometre section of Old Yale Road between Langley Prairie and Murrayville was paved with concrete in 1922. The contractor for this project was the A. B. Palmer Co. In 1923, the new pavement was officially opened by John Oliver, the Premier of the province, from the porch of the Murrayville store; J. W. Berry was the Master of Ceremonies. As auto traffic increased and more paved roads were demanded, a more durable road surface, asphalt pavement, was introduced in the 1920s. Originally referred to as bitulithic paving, it was an early form of a hot mix application using crushed aggregate and a bitumen binder. Originally, portions of 0 Avenue -- the longest running declared "country road" in the Township -- which runs the full width of the Township -- were gravel, and it was not until the 1970s-80s that these sections were paved.



O Avenue [Township of Langley]

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

In 1930 the Fraser Highway became part of the Trans-Canada highway; a number of the original concrete highway mileage markers have been located and reinstalled. The original Langley Slough Bridge was built in 1931, and the construction of the Pattullo Bridge in 1937 connected the road system that ran through the Fraser Valley, all adding to Langley's access and importance. Yale Road served as the major east-west road through the Fraser Valley until the completion of Highway 1, also known as the Trans-Canada Highway, in 1964. This had a major impact, as it provided much more direct automobile access to the community, but cut some communities in half. Construction of the Golden Ears Bridge was completed on June 16, 2009. This bridge spans the Fraser River and connects the Township of Langley with the communities of Maple Ridge and Pitt Meadows, but led to the closing of the Albion Ferry service that connected the historic neighbourhood of Albion in Maple Ridge to McMillan Island between 1957 and 2009. With the emergence of guidelines for road safety in the 1980s-90s, such as the Transportation Association of Canada's Geometric Design Guide for Canadian Roads, road construction evolved and road standards became incorporated into Subdivision Servicing and other municipal bylaws. In the early 1990s, the Township also recognized the special character of some of its remaining rural country roads, which did not meet current engineering standards and whose character would be irreparably harmed through upgrading.

Early roads were often named for the pioneer settlers in each area. As with other districts in the Fraser Valley, Langley has switched over to a 'Streets and Avenues' grid system, where streets run north-south, and avenues run east-west. 0 Avenue is along the U.S. border, and avenue numbers are incremented based on eight per mile (1.6 kilometres), so for example 80th Avenue would be 10 miles (16 kilometres) from the border. Street numbers also increment eight per mile as they go further east. Typically, every 8th interval is a major road (e.g., 216th Street, 224th Street 232nd Street etc.; 16th Avenue, 24th Avenue, 32nd Avenue, etc.) often creating a large block with a less predictable street layout inside. In more densely populated areas, major roads are more frequent, approximating every fourth interval – such as 64th Avenue, 68th Avenue and 72nd Avenue in Willowbrook. This change to numeric designations was undertaken in cooperation with several other municipalities; Dominion Map & Blueprint Ltd. issued a map of the Fraser Valley in 1958 that combined both the new numbering system and historic names. Starting in 1960, the City and Township gradually changed over to the numeric system. There are roads that break this rule such as Fraser Highway, Glover Road and Old Yale Road, because they existed before the grid system was introduced. Today, many residents who have lived in Langley for many years continue to reference the main roads by their early names, and Heritage and Pioneer markers installed by Township Council have been placed on many of the roads to commemorate their original name.



**Highway near Langley,
September 1949. [Steffens-
Colmer Studios Ltd. CVA 586-
105.01]**

COMPONENT 2.B.3: RAILWAYS



Canadian Northern Railway construction through Fort Langley, looking west from the Fort, 1911. [BCA B-07959]

SUMMARY

The CPR passenger and freight service that ran on the north side of the Fraser River was originally a monolithic monopoly. Over time, the CPR faced increasing competition from other railways. In 1907, the Vancouver, Victoria & Eastern Railway began buying property through Langley for the new Great Northern Railway that was being pushed across the southern part of the province to compete with the CPR; by 1916, the line had been extended to join the Canadian Northern Line. THE BCER Fraser Valley interurban line opened in 1910, and transformed the communities it passed through. By the 1930s, there was a decline in the use and success of the railway and the interurban. The interurban shut down in the 1950s, and in 1980, passenger rail service to Langley was halted. Today the legacy of the railways is evident in the way that communities developed and grew, and in the rights-of way that still cross the municipality.

In 1907, the Vancouver, Victoria & Eastern Railway (V.V. & E.) began buying property through Langley for a new railway, that J.J. Hill of the Great Northern was pushing across the southern part of the province to compete with the CPR. The line started at Port Guichon on the Fraser River near Ladner, ran through Colebrook and Cloverdale in Surrey, and into Langley, turned south towards Murrayville, stopped in Aldergrove and terminated at Kilgard in Abbotsford. By 1916, the line had been extended to join the Canadian Northern Line.

In 1909, the province was electrified by the announcement that a third transcontinental railway line, the Canadian Northern Railway, would be built to the coast. Throughout the war, however, the Canadian Northern was sliding into bankruptcy and fell under federal government control, and in 1918, and was reconstituted as the Canadian National Railway (CNR) in 1919.



C.N.R. locomotive no.1047 at the Langley Railway Station, 1924. [Leonard Frank, photographer. VPL #8372]

Built in 1915 and known as 'Langley Station', this was one of the stations built for the new Canadian Northern line. It was built to their standard design (their '3rd class' type), and was one of about 85 such buildings constructed in Western Canada. After Canadian Northern was added to the Canadian National Railway system in 1918, the station was expanded to accommodate larger living quarters for the Station Agent.

By the 1930s, there was a decline in the use and success of the railway and the interurban. The Great Northern service ceased in 1929, and the rails were pulled up in 1932. Yearly passenger levels on Canadian trains peaked at 60 million during the Second World War. Following the war, the growth of air and automobile travel caused significant decline in rail travel. By the 1960s, it was obvious that passenger trains were not economically viable. Over time, other railways suffered the same decline in service as the CPR, but lacked the CPR's massive land holdings.

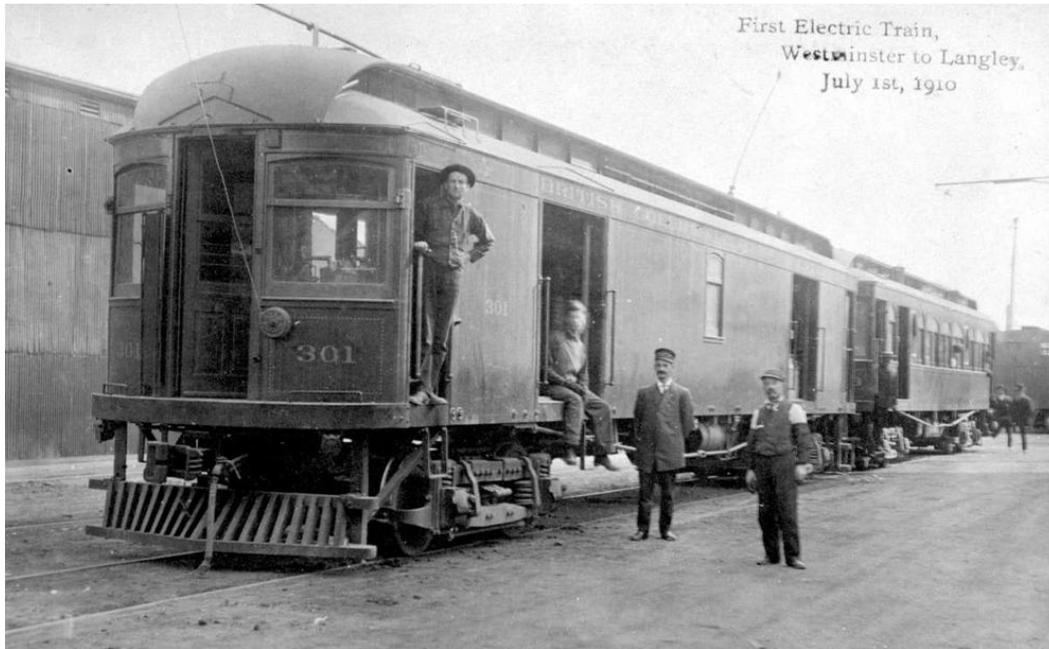


Canadian National Railway 2-8-0, No. 2752, Consolidation, 3/4 Right, on Eastbound Freight, Fort Langley, circa 1955. [BCA F-06365]

The CPR sought to divest itself of passenger service, but was forced to maintain a minimal service through the 1970s. By 1977, total passenger numbers had dropped beneath five million. The decline of passenger rail became a federal election issue in 1974 when the Liberal government promised to implement a nationwide carrier similar to Amtrak in the

United States. Starting in 1976, the CNR began to brand its passenger services with the bilingual name VIA, which was spun off as a separate Crown corporation, VIA Rail Canada, the following year. In 1978, VIA took over operation of CP passenger train services. In 1980, passenger service to Langley ceased, and a year later the Langley Railway Station was declared redundant. In 1983, it was moved to its present location and restored by the Langley Heritage Society. Now owned by the municipality, the building was declared a municipal heritage site in 1984.

THE FRASER VALLEY LINE



**Fort Langley.
First Electric
Train From New
Westminster To
Fort Langley,
July 1, 1910.
[BCA C-09119]**

The BCERs regional interurban tramlines made travel faster and more comfortable, replacing horse and buggy and water transport with direct routes at an affordable price. The Central Park-Fraser Valley line provided service from New Westminster (1891) and Chilliwack (1910), and the Burnaby Lake line to New Westminster (1911). In 1905 the company leased the CPR line from downtown Vancouver through Kerrisdale, West Boulevard, Marpole, to Richmond and on to Steveston, and electrified it as their Lulu Island Line. As well as passengers, the interurban lines were also used to carry freight from the suburbs to downtown Vancouver.

In 1907, the BCER was granted rights to use the Fraser River railway bridge. Construction commenced on their Fraser Valley line, which would take over two years to build and cost \$2.5 million dollars. Electric freight locomotives were required for the line as the grades were steeper than could be used economically by steam locomotives. Five massive substations were built – at Cloverdale, Coghlan, Clayburn, Sumas and Chilliwack – to provide 600-volt direct current electric power for the line, and also provide alternating current for homes and industry. The substations were placed at the intervals required by engineering requirements rather than concentrations of population, and sparked local population growth around the interurban stops. The Fraser Valley Line opened in 1910, and ran for nearly fifty years. It was a crucial transportation link, and as well as providing passenger and mail service, it was important for transporting milk and other food products from the Fraser Valley to markets throughout the Lower Mainland.

COMPONENT 2.B.4: AVIATION



Airplane in field on Graham family farm, 1939-45. [Langley Centennial Museum Photo #2012.047.001]

SUMMARY

During the first years of the 20th century, nothing excited the public imagination more than the thought of human flight. Just a few short years after the Wright Brothers demonstrated that heavier-than-air powered flight was possible, airplanes were flying in the skies over the Fraser Valley. The Royal Canadian Air Force Station Boundary Bay was opened on April 10, 1941 under the British Commonwealth Air Training Plan; a Relief Landing Field was established as RCAF Detachment Langley. In 1945, the RCAF de-commissioned the airfield, and the Township of Langley assumed ownership and operation of what is now Langley Regional Airport. Once considered far-fetched, air travel and transport is now commonplace, and an essential part of the global economy.

The original centre of aviation in western Canada was Richmond, due to its abundant flat lands. On March 25, 1910, the first-ever Canadian airplane flight west of Winnipeg took off from Minoru Racetrack, with 3,500 witnesses on hand; the plane was flown to New Westminster and back. The flat fields of the Fraser Valley were often used as informal landing strips, as aircraft became more and more common. In 1936, the Empire of Japan began large-scale military operations in northeast China, and the Japanese navy was perceived as the greatest threat to the west coast. As global tensions escalated, Vancouver's role as Canada's principal Pacific Coast port and as the transcontinental railway's terminus justified extra protection from hostile warships.

Men on relief undertook the construction of an airport on 216th Street south of 56th Avenue, intended as an "intermediate field" of a proposed trans-Canada airline; it was completed in 1938, but was intended only for emergency landings. Canada was again drawn into war in Europe in 1939. The Royal Canadian Air Force Station Boundary Bay was opened on April 10, 1941 under the British Commonwealth Air Training Plan; the unused landing field in Langley was converted for use as a Relief Landing Field, known as RCAF Detachment Langley, which today is the location of Langley Regional Airport. When the Japanese struck Pearl Harbour on December 7, 1941, the threat to the west coast became frighteningly real.



Aerial View of Langley Airport, circa 1980. [Langley Centennial Museum Photo #3227]

In 1945, at the end of the Second World War, the RCAF de-commissioned the Langley airport, and the Township of Langley leased it from the federal government before purchasing the airport outright in 1967 for \$24,300. Since then, the airport has been in continuous operation. Due to the rapid increase in air transportation in the 1930s, airport codes arose as an aid to navigation. Initially, pilots in the United States used the two-letter code from the National Weather Service for identifying cities. In the 1930s, Canada also used two letters for identification of a weather-reporting station. Additionally, preceding the two-letter code, a Y was placed (meaning 'yes') where the reporting station was co-located with an airport, and a W (meaning 'without') where the reporting station was not co-located. Langley's International Air Transport Association airport code was previously designated as YLY, a location identifier assigned by the International Air Transport Association (IATA) – Y for having a weather station and LY as the city code. International Civil Aviation Organization (ICAO) codes are separate and different from IATA codes, which are generally used for airline timetables, reservations, and baggage tags. The airport's current airport ICAO code is CYNJ – the C indicating Canada.

Langley Regional Airport now has two asphalt runways, one 640 metres long and the other 840 metres; these relatively short runways make it a good airport for flight training purposes and general aviation. Helicopter operations are a major part of Langley Airport's traffic; the airport has three helipads. The airport offers fuel services and extensive hangar space, and hosts the Canadian Museum of Flight. In addition, the Royal Canadian Air Cadets Pacific Region Gliding School operates a summer Regional Gliding Centre at the airport, carrying on the tradition of training young airmen and airwomen at Langley. Once considered far-fetched, air travel and transport is now commonplace, and an essential part of the global economy.

COMPONENT 2.B.5: POWER GENERATION & DISTRIBUTION



Coghlan Substation, built in 1910 to supply 600 volts of direct current for the trolleys of the interurban trains as they passed. [Philip Timms, photographer. VPL #7479]

SUMMARY

Langley began to acquire the technology of the modern era, and the use of electricity was integral to its later growth and development. The generation of electric power was tied to the development of the electric interurban lines. The development of industrial technology that made use of electricity, as well as the increasing numbers of electrical consumer goods and domestic labour-saving devices, amplified the demand for electrical power. Gas and oil played an increasingly prominent role in industrial production, and provided fuel for new fleets of rubber-wheeled traffic as well as boats and airplanes. The unbridled generation and consumption of power, once a proud symbol of progress, has been increasingly called into question as the environmental movement continues to draw attention to the finite limits on available resources.

THE DEVELOPMENT OF ELECTRICITY

Initially power had been generated by coal-fired or wood-burning steam plants, but increasing demand during the Edwardian boom years drove B.C. Electric to expand through innovative diversion projects at Buntzen Lake (named after the first general manager of the B.C. Electric Co., Johannes Buntzen), and later on the Stave River system. Also at this time, saw mills and factories converted to electricity, further increasing demand. Over time, B.C. Electric developed a series of local dams and generators around the province, and a network of power transmission lines.

The monumental Langley Substation was one of five built to boost the power to the interurban trains at the halfway point on the long stretch between Cloverdale and Clayburn; it supplied 600 volts of direct current to the trains. The five substations (Cloverdale, Langley, Clayburn, Sumas and Chilliwack) were designed by Vancouver architect Henry B. Watson, and constructed by T.R. Nickson and Company. Living quarters were provided for two operators and their families in the wings to each side. These substations were also part of the BCER's plans to market electricity to the surrounding areas; beginning in 1910 this substation supplied power to Langley, Milner and Fort Langley.



Electrically-powered canning machinery at B.C. Milk Condensing Co. Ltd. [B.C. Electric Railway. CVA LGN 1156]

In a self-perpetuating cycle, as electrical power became more available and reliable, the demand for it increased as new technology was developed to support logging, fish processing, manufacturing and other industries, speeding up production and cutting labour costs. This intensified after the end of the First World War, as wartime industry and technology was now free to turn to the domestic market. In the 1920s, there was a proliferation of electrical consumer goods and domestic labour-saving devices that amplified the demand for electrical power. The wartime economy had also sent many women to work, upsetting traditional work hierarchies. In the wake of the devastating Spanish Flu epidemic, there was a new understanding of viruses and germs, and a trend towards health and cleanliness. Electric vacuum cleaners were targeted to women by being made more portable; refrigerators prolonged the life of food and freed up the housewife from having to jar, can and pickle; motor-powered washing machines were more efficient than hand laundry; electric irons were less cumbersome and less likely to scorch clothing; and electric stoves had temperature controls and cooked food faster. Soon, electricity was powering many items now considered essential, such as toasters and coffee pots. New technology, such as radios, also entered the domestic realm. These changes happened fast, and construction changed to facilitate the use of electricity in the home. The depression years slowed the demand for consumer goods, and during the Second World War, industrial production once again focused on military needs.

After the end of the war, there was pent-up demand for people to build new homes and start families, and the need for electricity soared. In 1945, the provincial government created the B.C. Power Commission, extending electrification to rural and isolated areas, and building or modernizing generating plants and transmission systems. To force the development of the Peace and Columbia River projects, the provincial government acquired B.C. Electric in 1961, and on August 1, 1961, just days after company president Dal Grauer died, the B.C. government passed the legislation that changed BC Electric from a private company to a crown corporation known as B.C. Hydro. A year later, the government amalgamated B.C. Electric with the B.C. Power Commission to create a new Crown corporation: the British Columbia Hydro & Power Authority, known more familiarly as B.C. Hydro. In the 1960s and 70s, B.C. Hydro took on some of the most ambitious hydroelectric construction projects in the world, ensuring that power was more freely available through an expanding grid of transmission lines throughout the province.

GAS & OIL



Home Gas stations in Langley, 1930s. Left: B&A Garage, Langley Prairie; right: Ross Brothers, Aldergrove. [CVA MI-97]

By the turn of the 20th century there were approximately 200 ‘horseless carriages’ in Canada, and ‘automobile gas’ was supplied by horse-drawn wagons. By 1910, there were about 6,000 cars in Canada, a number that increased in a decade to more than a quarter of a million. In order to service this demand, oil companies developed networks of refineries and service stations, where automobiles could be fuelled and serviced. By the late 1920s, Imperial Oil was expanding massively throughout the province. Competing networks developed, such as the local company Home Oil Distributors Ltd. Throughout Langley Prairie and the surrounding municipality many small garages were established. Reid’s Blacksmith Shop & Garage in Fort Langley was an example of a business that made the transition from blacksmith operation to a garage that serviced automobiles. Independent operators such as the Booths in Fern Ridge (whose garage had two pumps, for gas and coal-oil), the Barrons in Langley Prairie, George Pihan and Roy Seney in Fort Langley, and the Ross Brothers in Aldergrove serviced family cars, maintained farm machinery, fixed bicycle tires and pumped gas. After the end of the Second World War, suburban expansion, the proliferation of the automobile, and the increasing dominance of truck transportation demanded further development of the oil and gas distribution networks.



View of Seney Garage and gas pumps, located on Glover Road in Fort Langley and owned by Roy Seney, circa 1968. This garage burned down in January 1969, from a fire started by a mechanic’s cutting torch, and was rebuilt. [Langley Advance Photograph Collection, Langley Centennial Museum Photo #2010.001.223]

COMPONENT 2.B.6: WATER SUPPLY & MANAGEMENT



Aerial photo of Glen Valley, including a flooded barn, during the 1948 Flood. [Langley Centennial Museum Photo #2990]

SUMMARY

An abundance of water has been a challenge and a blessing to Langley. As much of the municipality is low-lying alluvial land, flooding has been a constant threat. Destructive flooding, including the catastrophic floods of 1894 and 1948, led to water control measures that started to tame the power of the Fraser River.

Langley is fortunate in having a system of natural aquifers, and the water for many inhabitants was, and still is, supplied by wells. The history of the water and sanitation infrastructure that keeps Langley healthy and habitable is often overlooked. Water pipes and sewerage lines are buried out of sight, but Langley's development paralleled the growth of this complex and essential infrastructure. A growing sewer system in parts of the Township made septic fields redundant and has allowed denser urban development in new neighbourhoods.

As a low-lying territory adjacent to a massive river, Langley has been subject to destructive flooding on many occasions, most notably in the Great Floods of 1894 and 1948. This led to extensive dyking initiatives, e.g., the Glen Valley Dyking and Drainage District, earlier known as the Glen Valley Dyking District, who administered dyking and drainage activities for the Glen Valley area of Langley, B.C.

Langley has an extensive system of aquifers, which still provide local water supply. Water towers, once common, were generally torn down when municipal water service became available in some areas. When the original Belmont School was built in 1911, there was insufficient water in the vicinity to supply its needs. The following year, a 99-year lease was signed with Rod Cummings, who pumped water from his artesian well to both the school and the Municipal Hall. Pressure was originally supplied by a hydraulic ram. An electric pump eventually became a necessity and was installed in 1928. The overflow was collected in a cement tank, which supplied water to passing horses and cattle. The pump house still exists in Murrayville.

The City of Langley acquired its own water system in 1961. Construction of the system was narrowly defeated by voters in 1958, but a subsequent money bylaw was passed in 1960. The water was supplied from a well located in the Township. Discussion about the development of a sanitary sewer began in 1961. Sewers are now common throughout the more developed areas of the township, but many areas retain the use of septic fields.

SUBTHEME 2.C: COMMUNICATION

Given its remote isolated location and challenging topography, Langley was dependent on extended lines of communication that enabled the exchange of information and connected the municipality to the rest of the world. The development of communications networks required substantial commitment and technological innovation to support the municipality's growth.

Component 2.C.1: Postal System

Component 2.C.2: Telecommunications

COMPONENT 2.C.1: POSTAL SYSTEM



Front view of the Aldergrove Post Office, 1926. [Langley Centennial Museum Photo #1376]

SUMMARY

Mail service provided a crucial connection to the outside world and far-distant family, and the early settlers of Langley would have visited the post office regularly to send and receive their mail. Postal services were under the control of British authorities until 1851. At the time of Confederation, the Post Office was created as a federal department; as the municipality grew, a network of post offices developed at the community level, providing identity and focus – and names – to each local settlement. Originally transported by stages, rail and ship, over time the movement of mail shifted primarily to trucks and air, but mail continues to be delivered to its destination by postal carriers.

Postal services remained under the control of British authorities until 1851. At the time of Canadian Confederation in 1867, the Post Office was created as a federal department, and when B.C. joined in 1871, a series of local post offices were established. The Langley Post Office was established prior to 1872. By 1883, it was reported "The Pioneer steamers, on their way to and from New Westminster and Yale, call at Langley with mail matter and freight four times a week." By 1890, mail was delivered daily to Langley, weekly to Alder Grove on Saturday, and twice a week to Langley Prairie. The frequency of mail delivery continued to improve as the population grew and as more local post offices were established.

The local post offices of Langley have included:

- Aldergrove Post Office established October 1, 1885.
- Brookwood Post Office established February 16, 1925; closed October 15, 1926.
- Fern Ridge Post Office established July 1, 1908; closed October 15, 1926.
- Glen Valley Post Office established November 1, 1904; “Office permanently closed on April 30, 1968 due to its limited usefulness.”
- Langley Post Office established prior to 1872; W.W. Gibbs was Postmaster in 1873; name changed to Fort Langley on July 1, 1912.
- Langley Prairie Post Office established May 16, 1911; name changed to Langley Post Office June 1, 1955.
- Milner Post Office established April 1, 1908.
- Langley Prairie Post Office established November 1, 1883, Adam Innes Postmaster; name changed to Murrayville Post Office on May 16, 1911.
- Otter Post Office established May 1, 1893; closed October 31, 1917.
- Willoughby Post Office established May 1, 1921; closed December 15, 1927.
- Walnut Grove Post Office established April 1, 1913; Postmasters Charles Yeomans (1913-1917); Mrs. Isabella E. Yeomans (1917-1924); R.W. McInnes (1925-1934) and Miss Rosalie Emma Yeomans (1935-).

COMPONENT 2.C.2: TELECOMMUNICATIONS

SUMMARY

Born during the modern era, Langley embraced the miraculous new communication technology that was becoming available and connecting the modern world. Lines for the first overland telegraph system in the Canadian West were laid across Langley by the Collins Overland Telegraph Line in 1865. Over time, improvements in the technologies for long-distance communication included the development of electrical and electromagnetic networks, such as telephones, teleprinters, radio, microwave transmission, fiber optics and communications satellites. Throughout its history, Langley has taken advantage of contemporary communications technology.

TELEGRAPH



Plaque commemorating Telegraph Trail, Glover Road, near Fort Langley. J.B. Hampton Bole and Herbert W. Halverson, April 18, 1958. [Ken Oakes, photographer. VPL #78952]

A telegraph is a device for transmitting and receiving messages over long distances. On April 11, 1865, Burrard Inlet's first telegraph message was sent from Moody's Mill on the North Shore to New Westminster. Three days later, the first telegraph message from the outside world arrived at Burrard Inlet, telling of the assassination of U.S. President Abraham Lincoln. The use of telegraphs waned as other means of communication improved, and became more broadly available to the public. The first overland telegraph system in the Canadian West was undertaken by the Collins Overland Telegraph Line, located and constructed through the lower Fraser Valley by Edmund Conway in April to May of 1865. The telegraph line was commemorated with a cairn and plaque in 1958. Telegraph Trail follows the original alignment of the trail at several places in the municipality; it is a designated heritage site between 72 and 80 Avenues and 240 and 248 Streets.

Railway Station Agents also acted as the local telegraphers, and as it was very difficult to hear on telephones even into the 1950s, most family news was sent by telegraph even into the postwar era.

TELEPHONE



Aldergrove Telephone Exchange, a B.C. Mills Timber & Trading Company prefabricated building. [Telephone Talk, 1921]

The first telephone company in BC was established in 1880, and a number of small local exchanges sprang up. William Farrell purchased a large interest in the New Westminster & Burrard Inlet Telephone Company; it was amalgamated with smaller companies, eventually forming the British Columbia Telephone Company Limited in 1904. Under Farrell's leadership as president, the company connected up the local exchanges in

many communities to create the beginnings of a contemporary telecommunications network. A Telephone Exchange was established in Milner by 1910, and by 1914 the Aldergrove Telephone Exchange was in operation. Telephones were still relatively rare in individual households; often the first telephone in a community was at the local store, and people would take turns using it. Over time, telephones became commonplace and in the postwar era many new innovations such as the rotary dial were introduced. By 1965, users could dial their own long-distance calls, and party lines started to disappear.

For most of its history, BC Tel served as one of several regional monopolies in Canada. In 1985 the Canadian Radio-Television and Telecommunications Commission ruled to once again allow competition in long-distance telephone service. In 1998, BC Tel merged with Alberta-based Telus to become the second largest telecommunications company in Canada.



Group of telephone operator's at the Milner Telephone Office, circa 1923; (left to right): unidentified, unidentified, Mary (Molly) Mufford (nee Hill), Isabel Sharp (nee Hill), unidentified, Annie Lynch (nee Worrell), Katie Norris. [Langley Centennial Museum Photo #1287]

TELECOMMUNICATIONS

The next major step in the development of the telecommunications network was the proliferation of the cable companies, which carried TV services over copper wires, later switching to fibre optic cables that could provide a multitude of other services. Given the region's mountainous, undulating topography, clear and reliable TV reception was a problem. Stan and John Thomas strung the first community cable lines in Horseshoe bay in 1954. At a similar time in Vancouver, Syd Welsh, Bud Shepard and Garth Pither founded Premier Cablevision that would evolve into Vancouver Cablevision, and later Rogers Cable. Rogers Communications was one of the first cable-system operators in Canada, having secured licences covering much of Toronto in the mid-1960s.

The Space Age began on 4 October 1957 with the launch by the Soviet Union of the world's first artificial satellite, Sputnik-1. Not long after, telecommunication satellites were launched; Echo-1 in 1960 by the United States, followed in 1962 by Telstar-1, a joint French-British-American project with the first active, direct relay communications satellite. On July 23rd that year, it enabled people on both sides of the Atlantic to watch a live television programme at the same time.

The internet began in 1969 with a packet-switched network of computers – ARPANET – in the U.S. Defense Department. This carried the first email, sent in 1971. In 1989, an important advance was made at the European Organization for Nuclear Research, close to Geneva. British scientist Tim Berners-Lee, working with Belgian Robert Cailliau, proposed a distributed hypertext system that became known as the World Wide Web. The necessary software was developed in 1990, and the system was made freely available. The worldwide expansion of the Internet developed rapidly from the early days of modems through to today's broadband service. The advent of electronic interconnectivity has been revolutionary, causing massive changes in the way that people live, work and share information.

In 1980, Rogers purchased Premier Cable, which controlled the cable system in Vancouver. Shaw Cablesystems was founded in 1966 as Capital Cable Television Company, Ltd. in Edmonton, Alberta. In 2000, Rogers Communications of Toronto and Shaw Communications of Calgary announced a major deal that involved the swapping of cable assets and the creation of an Internet alliance. Under the deal, Shaw picked up Roger's cable assets in British Columbia, in exchange for Shaw's cable operations in Ontario and Quebec. In May 2011, Shaw announced its intent to convert its analog tiered cable service to digital; switching to digital had the effect of freeing up bandwidth for internet service. Access to the internet is now ubiquitous, and has helped propel Langley into the international digital world.

SUBTHEME 2.D: EXTRACTION, PRODUCTION & DISTRIBUTION

This subtheme explores Langley’s agricultural production, resource extraction industries and industrial development, as well as secondary manufacturing industries. The earliest inhabitants of this territory hunted, gathered, fished and farmed the fertile local lands and waters. Early development also included the production and processing of agricultural products and a rich variety of natural resources. In the 19th and 20th centuries, development of a resource-based economy was fuelled by a network of regional operations and remote resource extraction operations, which continues to be important today but is being supplemented by a variety of new technology-based industries.

Component 2.D.1: Agriculture

Component 2.D.2: Fishing

Component 2.D.3: Lumber

Component 2.D.4: Industry

COMPONENT 2.D.1: AGRICULTURE



View of farms in the Langley area of the Fraser Valley, circa 1900. [Steven Joseph Thompson, photographer. CVA 137-122]

SUMMARY

Recent archaeological discoveries have uncovered remarkably early evidence of First Nations development of agriculture, dating back about 4,000 years. In the 19th century, the Hudson’s Bay Company established a series of farms, both close to the Fort and farther away on a fertile inland plain, which proved the agricultural potential of the rich alluvial lands of the Fraser Valley. The colonial government was anxious to encourage

development and settlement in the new colony of British Columbia, and by the 1860s, settlers were pre-empting land for agricultural purposes. As farms were established, new roads – some of which followed First Nations travel routes – were carved through the forest to deliver farm products to regional markets. Small local settlements sprang up, clustered around transportation intersections that serviced the farming communities. Over time, large farm properties were subdivided for more intensive development, and market gardens, mixed farming and hobby farms sprang up. Sprawling residential and industrial expansion in the post-Second World War era prompted concern about the loss of valuable farmland, and led to the creation of the Agricultural Land Reserve in 1973. With 75% of its lands located within the ALR, Langley today is home to half the farms in Metro Vancouver. Growing awareness of the fragility of our food supply, combined with a desire to reduce our ecological footprint, has led to a newfound appreciation of our agricultural legacy.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Recent archaeological discoveries in Pitt Meadows have uncovered evidence of sophisticated farming techniques developed by the Coast Salish about 4,000 years ago. A 42 square metre stone platform was uncovered that was used as a wetland platform for the cultivation of wapato (wild water potatoes), a staple crop for many First Nations peoples. The stones were laid to prevent the tubers from rooting too deeply, making them easier to harvest. In addition to wapato tubers, wooden digging tools were discovered. This is the oldest evidence of the cultivation of wild foods in the Pacific Northwest.

Once the European settlers started to arrive, the colonial government was anxious to encourage development and settlement in the new colony of British Columbia. Food production was encouraged and deemed necessary as a suitable exploitation of land. With its rich alluvial deposits from the annual river flooding, the land in the lower Fraser River proved ideal for farming. Starting in the early 1860s, the non-indigenous development of Langley began in earnest with the pre-emption of large parcels of land for farming purposes. The pre-emption of land for agricultural purposes drove the settlement of the municipality, and small local settlements sprang up, clustered around intersections or transportation routes. As this land was homesteaded, these first settlers built utilitarian but comfortable homes to suit their needs, a number of which still exist scattered throughout the municipality.

Much of Langley falls within what was known as the 'Railway Belt', which was a strip of land sixty-five kilometres wide following the main line of the Canadian Pacific Railway. In British Columbia, this comprised an area of 4.4 million hectares, which was transferred by the province to the Federal Government on December 19, 1883. Homesteading applications in this area were thus made through the Dominion Land and Timber Agents; although much of the Railway Belt was mountainous and unsuitable for settlement, some areas, such as the Fraser Valley, were highly desirable, and quickly began to fill up once access was provided by the new railway system.



Langley display of agriculture and produce at the P.N.E., 1947. [CVA 180-1404]

As the population grew, large farm properties were subdivided for more intensive development. Rapid housing and industrial expansion prompted concern about the loss of valuable farmland, as continuing growth and development began to conflict with local food production. Only a small fraction of British Columbia's land is arable and an even smaller proportion of the soil is rated top quality. Historically, people have settled near prime soil, in valley bottoms or on river deltas. The unique geography of the Lower Mainland provides limited land resources that came under extreme development pressure during the postwar years. Rapid housing and industrial expansion prompted concern about the loss of valuable farmland, leading to a provincial freeze on the development of farmland, and the 1973 creation of the Agricultural Land Reserve under the *Land Commission Act*.

DAIRY AND BEEF FARMING

The first recorded dairy farm in British Columbia was Hudson's Bay Farm in Langley Prairie. In 1839, Chief Factor John McLoughlan brought 29 milk cows to the Fort on board the S.S. *Beaver* "to augment the Fort Langley herd" as well as an "English family to take charge of one of two dairies to be established immediately." The curing of salmon and oolichans, the growing of potatoes and fresh vegetables and the supplying of dairy products, were the business of Fort Langley at that time, and a large dairy herd was maintained at the Post for the latter purpose. Early dairy farmers faced a number of problems associated with a pioneer industry. Demand fluctuated, the population was scattered, transportation was poor and there was competition from imported products. The provincial Department of Agriculture worked to raise dairy production and standards through improved legislation and drainage, dyking and land clearing programs. The *B.C. Dairy Association Act* was passed in 1895, and the *Creameries Act* in 1896, mainly to assist in the formation of cooperatives. Cow Testing Associations were formed that were responsible for an improvement in milk quality. One of the main issues faced by dairy producers was lack of refrigeration; pasteurization was not yet being practiced, or even believed in, and infants died regularly of 'summer diarrhoea.' Milk also carried bovine tuberculosis, scarlet fever and diphtheria. In 1913 the *Milk Act* mandated that anyone who sold milk or cream had to be licensed. By this time, Langley producers were facing increasing competition from other Fraser Valley dairy producers, and there was a desperate need for protection from the distributor-controlled fluid market in Vancouver. New bridges and rail lines, including the expanding street rail network, facilitated the collection and distribution of agricultural products, causing a drop in milk prices. In 1911, the BCER added a milk and vegetable train – the 'Milk Run.' A group of farmers met in New Westminster in 1913 and signed a charter that led to the formation of the cooperative Fraser Valley Milk Producers' Association in 1917.



Left: Electrically-powered canning machinery at B.C. Milk Condensing Co. Ltd. [B.C. Electric Railway. CVA LGN 1156].
Right: Bellavista Farms, 1950. [Artray Studio. VPL #81295C]

MIXED FARMING

Throughout its history, Langley has a remarkable history of a variety of different types of farming. Some of these were exotic in nature, ranging from bullfrogs to rabbits, minks, foxes, fruits and berries, llamas and other exotic species. Some of the more significant types of mixed farming include:

- **Poultry:** continues to grow in importance.
- **Horses:** With a local equine industry valued at over \$60 million annually, the Township of Langley has become the Horse Capital of B.C. As of 2006, Langley farms represented 7.2% of the provincial total of horses and ponies.
- **Pigs / Sheep**
- **Hops**
- **Vegetable Gardens & Greenhouses / Nurseries**
- **Wine:** Langley has a temperate climate that allows grapes to grow, and several local wineries have been established.



Haying at Bill Lawrence's farm in Langley, 1942. [BCA C-09091]



Langley auction, May 1961. [Province newspaper. Left: VPL #41785; Right: VPL #41785A]

NUT FARMS



E.A. Magel farm, August 1941. [Leonard Frank, photographer. VPL #15263]

Mr. E. A. Magel, a haberdasher by trade, established the hazelnut farm on this riverside property at 8651 Glover Road, and built this house circa 1939 with the help of Lloyd Smith. Mr. and Mrs. Kennedy bought the property in 1943, and it was then sold to David O'Brien.



O'Brien nut farm, Langley Prairie, November 15, 1946. [Steffens-Colmer Studios Ltd. CVA 586-4821]

COMPONENT 2.D.2: FISHING



Goldie Webster pulling a net from the river, 1945. [Langley Centennial Museum Photo #2826]

SUMMARY

The rich resources of the Fraser River and the waterways have always been a staple of the Coast Salish culture, and remain so today. The first colonial settlers harvested the waters for food and export; by 1830 Fort Langley had become a major exporter of salted salmon. The first

commercial canneries developed along the Fraser River in the 1870s, and grew exponentially as the pace of settlement quickened. The salmon canneries moved closer to the mouth of the river over time, and these urban canneries, and the network of remote coastal canneries established up the coast, developed into massive conglomerates. Over time, the industry faltered, and was forced to adapt to changes in available resources and the global economy. The decline of the salmon, sturgeon, and eulachon fisheries has had a significant impact on First Nations communities, but the fishing industry continues today as part of the local economy and a cornerstone cultural activity for many Coast Salish Nations, who are working to restore habitat in their traditional territories to revitalize these fisheries for future generations.

The rich resources of the coastal waters and the Fraser River were always a staple of the Coast Salish culture, and produced numerous types of fish, including herring, cod, sole, halibut, five species of salmon that spawn in the headwaters of rivers flowing into the Pacific Ocean, eulachon and a variety of shellfish. For the Coast Salish, this rich marine environment enabled the establishment of complex societies and led to permanent and seasonal settlements along the coast -- particularly near the salmon spawning grounds; fishing technology was designed to selectively fish the various species. Coast Salish fished in groups, with some catching fish and others processing them; fish were regarded as a communal resource, but there were formal protocols in place governing family and inter-nation resource sharing.



Left: Early Katzie Fishing; Right: Fish Drying.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

The first colonial settlers harvested the waters for food and export; the Hudson's Bay recognized the rich potential of the salmon resources, and by 1830 were exporting salted salmon packed in cedar barrels out from Fort Langley. After settlement swelled following the Gold Rushes, many foreigners arrived on the west coast, including Japanese, Chinese, and European immigrants that joined First Nations in harvesting and processing the abundant marine resources. By the early 1870s, the first salmon canneries were being established along the Fraser River, upriver at Annieville and Deas Island. In 1871, John Sullivan Deas, a pioneer black entrepreneur who arrived during the gold rush years, began canning Fraser River salmon for Captain Edward Stamp. After Stamp's death in 1872, Deas continued canning, and in April 1873, pre-empted Deas Island and built his own cannery; Deas was the top local producer of canned salmon until he left for Portland in 1877.

Gillnetting on the Fraser River was also a critical income supplement for many Langley farmers, loggers, mill workers and others involved in seasonal work, dating back to the late 19th century. Gillnetters were commonly seen working the drifts on the river; the Farmer's drift was named due to the many fishermen in the 1920s and 1930s that were also local farmers. Changing economics, declining fish stocks and increasing global competition led to a decline in the industry, which turned from salmon canning to other types of fish processing. After the end of the Second World War new reduction processes were introduced, that turned once useless waste into usable products. This was one of the ways that the fishing industry adapted to new postwar economics.

COMPONENT 2.D.3: LUMBER



Logging at Fort Langley. [BCA C-09120]

SUMMARY

The lush coastal forests were a significant source of sustenance for First Nations people; cedar was a staple of life that was used for canoes, dwellings, ceremonial objects and clothing. European settlers recognized the immense value of the area's forest resources, and commenced commercial logging operations, providing lumber for local use and for export. As land was cleared and became more valuable for other uses, the once-numerous local saw mills began to disappear.

Our coastal lands were once covered in rich forests of massive Douglas fir, cedar, pine, spruce, maple, yew and hemlock. Unique geological, climatic and hydrological conditions fostered the growth of some of the largest trees on the planet. Many different plants thrived beneath the forest canopy and in forest breaks, and in the riparian areas of many creeks and streams, which also supported a rich variety of animal life. These forest resources were a significant source of sustenance for First Nations people; the western red cedar was a staple of life that was used for canoes, dwellings, ceremonial objects and clothing, and its inherent natural properties made it an ideal material for the wet conditions of the Northwest Coast. Cedar bark stripping is a cultural Coast Salish activity that continues to take place in contemporary times. Bark is removed from cedar in a single strip without harming the tree and is then used to weave various items including cedar hats, basketry, other functional items and works of art. Historically-harvested cedar trees known as "culturally modified trees" can be found in the archaeological record in Langley and the rest of the Lower Mainland; examples of these trees can be found on the grounds of the

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Fort Langley National Historic Site. Today, the Kwantlen First Nation has an established woodlot in Maple Ridge and continues to look for economic opportunities in their traditional territory related to forestry resources.

Prior to 1825, the lumber industry in eastern Canada consisted of small-scale independent operators, many of them farmers who were attracted to logging in the winter, when cheap labour was available, trees were easier to fell because the sap was not running, and snow made it easier to drag the logs. Good timber was readily available, and little capital was required to enter the trade. In the mid-1820s, a coherent regulatory system was established, and the sale of licences returned revenue to the government by conferring a temporary right to cut trees. As demand increased, large and diversified operations emerged, dominating the trade by acquiring multiple licences, employing lumbering gangs under contract, building large, efficient saw mills, and operating their own vessels or railways to move their products.

The first European settlers to the Pacific coast recognized the incredible potential of the vast stands of timber they encountered. James Cook's men cut logs for masts on Vancouver Island in 1778. By 1830, Fort Langley had become a major exporter of cedar lumber and shingles to the Hawaiian Islands, but the large-scale commercial exploitation of the forests did not commence until the 1860s. Confederation conferred control over crown resources to the provinces, and British Columbia, blessed with abundant supplies of trees and water power, held enormous authority over the lumber industry.

At least 78 sawmills, and many temporary, portable sawmills, are known to have operated throughout Langley (most notably in the Murrayville, Aldergrove and Fern Ridge areas), but only the mill at Fort Langley (currently using logs transported from elsewhere by river) can claim a lengthy history.



**Mills Brothers trucks, March 26, 1935.
[Stuart Thomson, photographer. CVA 99-4735]**

COMPONENT 2.D.4: INDUSTRY



Moir's Blacksmith shop, located on 216 Street, Milner. Built around 1906, Robbie Moir's Blacksmith Shop was a meeting place for the men of Milner for many years. Its simple vertical board and batten construction is typical of barns and small industrial buildings built early in the 20th century. [Langley Centennial Museum Photo #0460].

SUMMARY

As Langley was substantially rural, industry was slow to develop; there was limited local manufacturing capacity other than what was necessary to service agricultural requirements. Over time, local industries began to develop, due to increased demand for manufacturing capacity. Improved technology gave rise to support industries, and the demands of wartime production drove further industrial development. Over time, industries began to develop in dedicated zones, reflecting the shift towards truck-based industrial transportation and the development of suburban industrial parks.



Studio portrait of James Hossack, grist mill owner operator. [Langley Centennial Museum Photo #0291]

An early industrial operation, James Hossack's steam-operated grist mill (established on River Road in 1885) failed when it became clear that the damp growing conditions of the Fraser Valley were less than suitable for the cultivation of grain. A cheese factory at Jardine (where Glover Road crossed the BCER) was also a short-term endeavour.

Over time, industries began to develop in dedicated zones, reflecting the shift towards truck-based industrial transportation and the development of suburban industrial parks. Industrial development is now widespread, but it is a relatively recent phenomenon. Industrial and commercial development has occurred in Langley City, Northwest Langley, south of Milner (the Mufford Industrial area), north of Aldergrove (the Gloucester Estates), and in Port Kells. Gravel extraction was also common, and has resulted in municipal holdings that have been turned into park land as restored sites and natural areas.



Potter's Distilleries Clydesdales, 197-. [BCA G-02057]

Potter's Distillery was originally located north of Fraser Highway on Glover Road in what is now the City of Langley. Potter's kept a team of Clydesdales, originally for hauling and delivery purposes when the company began, and for show purposes later on. The horses were housed in barns right at the distillery site. The distillery existed in Langley City from approx. 1958 -1989, after which it was moved to Kelowna and merged with Calona Wines; it was subsequently purchased by Highwood Distilleries in Alberta

in 2005. Although located in the City of Langley, its presence in the area contributed to the development of the spirits/wine industry here that continued to develop in the decades that followed.

SUBTHEME 2.E: COMMERCE & SERVICE INDUSTRIES

This subtheme encompasses Langley's role as a centre for finance, the commercial exchange of goods and services, the development of service industries and the municipality's growing role as part of a regional transportation system.

Component 2.E.1: Banking & Finance

Component 2.E.2: Shopping & Retail

Component 2.E.3: Service Industries

COMPONENT 2.E.1: BANKING & FINANCE



A store, the Bank of Hamilton, and G. Robbie Moir's blacksmith shop in Milner on Telephone Road, circa 1910. [Langley Centennial Museum Photo #0452]

SUMMARY

The communities of Langley were at first too small to support branch banks; the Bank of Hamilton opened a branch in Milner in 1910, where Langley residents attended to their financial needs. In 1920, the Bank of Montreal opened a Langley Prairie branch, followed optimistically the next year by the Royal Bank of Canada. With not enough business to sustain both branches, the Bank of Montreal closed its branch in 1924. Following the end of the Second World War, the situation changed dramatically, as credit unions began to receive provincial charters and changes to the federal Bank Act in 1954 allowed banks to offer chattel mortgages. Langley is now served by numerous financial institutions in many locations, which offer a variety of personal and business services.

The earliest settlers arrived before local financial institutions were established, and the flow of capital was very different from the banking and investment system that we know today. The first branch bank, the Bank of Hamilton, opened in Milner in 1910. The Bank of Montreal opened a branch in Langley Prairie in 1920, and the Royal Bank of Canada the following year. There was insufficient business during the 1920s to sustain both banks. The Bank of Montreal closed its Langley Prairie branch in 1924 and did not return until 1967. More banks opened in the post-Second World War era: the Canadian Bank of Commerce, 1948; the Imperial Bank of Canada, 1956; the Toronto-Dominion Bank, 1959; the Bank of Nova Scotia, 1970; the Surrey Credit Union in 1970; the Bank of British Columbia, 1976; and First Heritage Savings Credit Union in 1986.

Home ownership was the dream of working class European immigrants, who poured into Canada from countries where it remained an almost impossible goal. Most arrived with limited financial resources, and struggled to find reasonable housing, but with perseverance, many immigrants did indeed achieve their dream. Land ownership was central to the power structure of the frontier, and private entrepreneurs dictated the terms of financing. Speculative housing schemes could be extremely profitable, and many newly-rich real estate promoters wielded great influence in the ways that settlements around the province were developed. Chartered banks were forbidden by Dominion banking laws to invest in real estate, so mortgage funds were handled through a myriad of private finance and loan companies, private brokers who represented European banks, and individual realtors who sometimes also acted as financial agents; the greatest amount of mortgage money was made available by Canadian life insurance companies. This began to change with the prosperity of the great Edwardian boom, as credit became more freely available. This system of private financing effectively collapsed with the economic depression of 1913. Following the end of the Second World War, the situation changed dramatically, as credit unions began to receive provincial charters and changes to the federal Bank Act in 1954 allowed banks to offer chattel mortgages. Langley is now served by numerous financial institutions in many locations, which offer a variety of personal and business services.

COMPONENT 2.E.2: SHOPPING & RETAIL



J.W. Berry's store near Murrayville; Roderick Cummings (in apron), John Lee, Charles McInnes and others, 190-. [CVA 371-772

SUMMARY

Retail trade began with the activities of the Hudson's Bay Company, and a variety of goods were traded and sold. By the 1880s, several general stores had been established to serve the growing population. Small shops and retail outlets later popped up to provide all manner of goods. Over time, shopping and retail patterns responded and catered to consumer demands. In the days before refrigeration, shopping was a daily activity, and small country stores appeared in convenient locations. The first 'cash-and-carry' grocery stores began to appear in the 1920s, reducing dependence on counter help and signalling the self-service style of shopping. By the 1920s, co-operative retailing – a system in which shoppers are members of the store – was starting to appear. In the postwar era, the development of suburban shopping centres reflected the freedom and mobility offered by the automobile. More recently, chain stores and big box retail have increased their market share. Today, online shopping commands a significant share of the retail market, but many consumers continue to support a variety of retail outlets, including surviving country stores that are being revived as active community hubs.

By 1883, it was noted that in Langley there were “Two stores at either of which all supplies necessary in a farming community can be obtained at reasonable prices.” By 1890, Langley was boasting six general stores. In 1896 the HBC closed its sales shop in Fort Langley and leased the premises for five years. In 1901, the HBC sales shop closed, severing the Company’s last ties to Fort Langley.



Alphonse Prefontaine's General Store, Langley Prairie, 1912. [BCA C-09093]

FOOD MARKETS, COUNTRY STORES AND SUPERMARKETS

In the days before refrigeration, people usually shopped for food daily. Small, specialized food stores such as dairies, butchers and bakeries proliferated. As the communities developed, local 'country stores' sprang up, stocking a range of everyday items such as groceries, snack foods, candy, toiletries, soft drinks, tobacco products, and newspapers. Often run by immigrant families working long hours, they attracted local kids and their parents who would buy everything from penny candy to the makings of dinner. Ice delivery enabled the use of home iceboxes, which improved food storage and reduced waste.



Mathews Cash Grocery Store in Murrayville, between 1932 and 1935. [Langley Centennial Museum Photo #2231]

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

By the 1920s, refrigerators were becoming available, revolutionizing home food storage and changing food shopping habits. Food distribution shifted from home delivery and smaller neighbourhood shops, butcher stores, fish stores, dairies and country stores to larger, one-stop supermarkets. This signalled a revolution in the way people shopped, particularly in the cities and suburbs. 'Cash-and-carry' grocery shops began to appear, marking the beginning of the self-service style of shopping that is common today.



As food distribution became more centralized, larger food stores were established. Supermarket chains such as Safeway began to develop by the late 1920s, offering a wider selection of meat, produce, dairy, baked goods, canned and packaged goods as well as various non-food items such as kitchenware, household cleaners and pharmacy products. These became 'one-stop' stores that supplanted the traditional country store.

In the postwar era, supermarkets grew even larger, surrounded by vast parking lots that allowed people to drive in and load up on quantities that obviated the need for daily shopping. Over time, supermarkets began to give way to suburban big-box stores, as the large lots they occupied became more valuable for other purposes. Convenience stores became ubiquitous, usually co-located with a gas station, open late or all night, and offering a range of everyday items such as groceries, snack foods, confectioneries, toiletries, soft drinks, tobacco products, magazines and newspapers.

Eldon Porter outside of Porter's General Store, September 1981. Eldon's father P.Y. Porter started the store, and Eldon took it over from him. For a time they specialized in lawnmower repair. [Langley Centennial Museum Photo #3197]

CO-OPS

By the 1920s, co-operative retailing – a system in which shoppers are members of the store in which they shopped – was starting to appear. The Otter Co-op is a major commercial and agricultural centre for the community of Aldergrove; the Otter District Farmers' Institute (ODFI) incorporated on November 13, 1922. The twenty-five original members, both men and women, had a mandate to promote agricultural awareness and improve life so that settlement would be permanent and prosperous. In the early part of the 20th century, the Otter District of British Columbia was sparsely populated and heavily forested. The few hundred farmers attempting to clear the land for agriculture needed stumping powder to blast out tree stumps after the trees had been felled. Costs for the blasting powder and for its transportation were quite high, so the Farmers' Institute began to buy bulk and sell locally to its members, greatly reducing the price. Membership increased and with it, demand for cheap farming products. In 1926, the ODFI began selling animal feed to area farmers. By the end of the decade, the Institute was still selling stumping powder, but also carried hay, clover, barbed wire and fertilizer. By 1946, the number of retail items had increased enough that the ODFI built a grocery and hardware store on 248th street. Starting in 1950, a bulk petroleum plant sold gas and diesel for farm use, as well as home heating oil and propane. The ODFI also

organized for monthly speakers to make presentations in the hope of educating local farmers. By 1945, the Co-op had over 160 members in the area. The need for food preservation was brought to their attention, and in 1946, Co-operative Cold Storage Lockers were made available. The Co-op celebrated its 75th Anniversary the same year with large-scale festivities and a special supplement in a local newspaper commemorating Co-operative involvement in the community. The Co-op's mortgage was finally paid off in 1998, and much needed renovations on the shopping center were started immediately. The improvements were completed in October 1999 without the need for another loan. A new deli was built, the grocery area was enlarged and a fashion boutique was installed. Another local co-op, the Langley Co-operative Society, opened its retail outlet at Langley Prairie in August 1948. It was an immediate success, and was able to offer its members a 4% dividend at the end of the first year of operation. Discussions with the Aldergrove Co-op began in 1949, and the two groups voted to amalgamate. Known as the Valley Co-operative Association, the amalgamated co-op closed in 1972.

COMPONENT 2.E.3: SERVICE INDUSTRIES



Helen Gabriel from Langley is shown here with class instructor, Mrs. J. Sutherland and a client, 1961. *This photo was taken when "Auntie" Helen was 17 years old when she was studying at the Vancouver Vocational Institute. Auntie was very dedicated to hairdressing and wanted to open her own salon. A bank manager was so impressed with her dedication that he granted her a business loan despite being very young. 4 years after this photo was taken, Auntie opened the Fort Beauty Salon, which she operated in Fort Langley for over 20 years. When the salon closed, Auntie started working in local schools, which she still does to this day. In addition to this, Auntie is also an active member of the Kwantlen Elders Committee. Auntie is still involved in hairdressing and hosts Hair Care appointments for Kwantlen members each month. [LAC e011052453]*

SUMMARY

Over time, Langley has been home to countless businesses that provided consumer services. The service industries were a large source of employment, and essential to the functioning of the local economy. Services are intangible, and by nature ephemeral, and rapid changes in the sector are inevitable, usually leaving scant historical traces. Different types of lodging, restaurants, saloons, barber shops and hair salons came into existence to serve the growing population. As taste and technology changed, so did trends and practices in the service sector. The provision of customer services remains a significant part of the economy, and an important part of our commercial legacy.

LODGING & HOTELS

Hotels accommodated numerous travellers, as well as providing seasonal accommodation for workers in the resource industries. Early hotels were located along Langley's major transportation routes. The first hotel in Langley was the Fort Langley Hotel (originally known as just the Langley Hotel):

Langley Hotel.

W. Winnard, Proprietor.

Fort Langley, British Columbia.

The Proprietor of the Langley Hotel, having rebuilt and enlarged his establishment, and furnished it so as to afford First Class Accommodation to the travelling public, respectfully solicits a continuance of the liberal patronage hitherto bestowed on him. His table is always supplied with everything the market affords, and served in the best style. Single rooms can always be had. The sleeping apartments are furnished with good beds. The best Liquors will always be found at the Bar. Travellers passing up and down the river, may always depend on finding the best accommodation at the Langley Hotel. Storage for Merchandise on reasonable terms.

The British Colonist [Victoria], October 24, 1859, page 2.

There were three "long term" hotel keepers at the Langley: James Taylor, from the 1860s until about 1889, Peter Stanley Brown, who ran it from 1891-1914, and Jack Webster, who ran it from 1914 - circa 1938. After many years and several renovations, the hotel was the oldest in B.C. at the time that it was burned to the ground in 1974. The Towle family established the Commercial Hotel almost directly across from the Langley Hotel in 1871.

At the Five Corners intersection on Old Yale Road, a 'stopping house' was built in 1887 at a distance of one day's journey from Vancouver. This was the first permanent structure at Murray's Corners, on Old Yale Road. This structure still exists today, at the heart of the Murrayville community. The hotel had a large annex (no longer extant), a bar (closed down after one year of operation), a restaurant, and accommodation for about twenty people. It is a fascinating reminder of the earliest beginnings of the settlement, and is a very rare survivor in the Lower Mainland of this building type.

As the regional transportation network developed, 'motels' developed along car-oriented arterials that catered to motor tourists. Today, the need for increased tourist accommodation is being met by a variety of different forms of lodging, including many chain hotels in different locations.

PERSONAL CARE

The provision of personal care services was casual at first, and segregated by gender. Men's barbershops were originally set up in restaurants, saloons and baths, and women were generally groomed at home.

Prior to 1920, men had to travel to Milner's barber shop. In 1920, Langley Prairie had its first resident barber, Thomas J. Calow, which was combined with a pool hall. Calow stayed in Langley until 1928, when he moved to New Westminster, but returned in 1934 and stayed until 1945. Calow's rival in Langley prairie was Sam Brown, who opened his shop in 1928. Later in 20th century, barbershops proliferated, and turned into a masculine preserve, where women were not allowed. Women's hairdressing salons also appeared, where more complete beauty treatments were offered. Personal care remained gender-segregated until unisex hair salons began to appear in the 1980s. Despite many changes over time, the provision of personal care remains a significant component of the service industry.

SUBTHEME 2.F: LABOUR



G. Robbie Moir and William Tarves at work in Moir's blacksmith shop, 1909. [Langley Centennial Museum Photo #0459]

SUMMARY

This subtheme articulates the role of wage labour and unpaid work, including labour performed in industry, trade and commerce, and in the home, which supported the local economy. Langley's workforce has always been multicultural in nature, but inequities between European and non-European labour continued for many decades. An epic battle for workers' rights broke out in Langley in 1939, when Connie Jervis, the 24-year old president of the Langley Teachers' Association, led the fight for an improved system of wages and compulsory arbitration. This subtheme also recognizes the organization of unions, labour unrest, conflict and strikes, and the development of labour movements in Langley's workforce.

SEASONAL LABOUR

The seasonal workforce was always multicultural in nature. Much of Langley's early development owed its success to Oriental labour. Chinese workers received lower wages than other workers, and were often employed in land clearing and assisted in the construction of much of the Yale Road. Similarly, Chinese, Sikh, and Japanese labourers were a significant component of the labour force in early logging and milling operations throughout the Township. While the Chinese and Sikh population tended to be seasonal, many Japanese settled in Langley's Fern Ridge, Coghlan, and West Langley districts between the two world wars, taking up land disdained by the European population, and establishing successful berry farms.

Labour Unrest & Organization

There is a strong history in British Columbia of struggles by workers for labour rights, and a labour movement developed that was known for its militant and socialist roots. The beginnings of the movement were rooted in the period of economic expansion prompted by the construction of the CPR, which provided scope for the organization of workers. For many years, the struggle to organize labour was linked to the broader movements for women's suffrage and equal rights; labour unrest peaked during the tumultuous Depression years. The postwar era marked an expansion and consolidation of trade unions. In recent years, organized labour has adapted in order to remain relevant as a voice for workers and social justice.



Connie Jervis [B.C. Labour History Centre]

Labour unrest broke out in Langley in 1939, when Connie Jervis, the 24-year old president of the Langley Teachers' Association, led an epic and successful fight for an improved system of wages and compulsory arbitration. After a number of local conflicts including strikes in Victoria (1919) and New Westminster (1921) and years of presentations from the B.C. Teachers' Federation, in 1937 the provincial government introduced legislation that enshrined compulsory arbitration as the dispute resolution for teacher negotiations. Loss in local control was strongly resisted by some school boards, notably Langley. There was no common or agreed to salary grid, and women were paid less than men for the same work. When women teachers married, they were asked to resign. On behalf of a number of Langley teachers, Connie Jervis presented a case to the Langley School Board for a salary increase. The Board refused, and would not agree to arbitration; teachers were called unpatriotic for requesting a salary increase during wartime. The case proceeded and the

arbitration board ruled in favour of the teachers. The school board refused to pay the increased wages, and the teachers took the Board to court, which ordered the school board to pay. The Board again refused, and proceeded to fire all the Langley teachers on the arbitration list. The teachers appealed, and the firings were promptly rescinded. The school board persisted, and five of the teachers active in the arbitration fight were demoted. On the first day of school in September of 1940, the teachers showed up for their previous classroom assignments. The Board chair went from school to school ordering the teachers to their new assignments. The provincial government then fired the Langley School Board, and replaced it with a trustee administrator. The teachers were all returned to their assignments and paid the arbitrated award. These Langley teachers successfully challenged their school board by insisting on their legal rights, and the right to arbitration became a reality for B.C. teachers.

THEME 3: GOVERNANCE

This theme addresses the administration and governance of Langley, from the socio-political organization of the local First Nations, to the development of civic government, legal institutions and law enforcement initiatives. Included in this theme are the sites, people and events that had an impact on the development of Langley's municipal administration, military initiatives and civil defence of Langley during wartime, life on the Home Front and the commemoration and remembrance of war.

Subtheme 3.A: Administration & Politics

Subtheme 3.B: Law, Order & Security

Subtheme 3.C: Defending Langley

SUBTHEME 3.A: ADMINISTRATION & POLITICS

This subtheme includes First Nations governance, the development and increasing complexity of municipal administration, and the influence of senior government in various sectors of community life. Langley's southern edge fronts on the American border, requiring an added layer of federal jurisdiction.

Component 3.A.1: Coast Salish Governing Structures

Component 3.A.2: Civic Administration

Component 3.A.3: Senior Governments

Component 3.A.4: The International Border

COMPONENT 3.A.1: COAST SALISH GOVERNING STRUCTURES



Chief Cassimere at the Pageant of the Centennial Celebration Fort Langley, May 2, 1925. [BCA A-04325]

SUMMARY

The socio-political organization of Coast Salish was unique and differed from that of the organization of indigenous groups situated further north along the Pacific Northwest Coast. Local Coast Salish culture was based largely on the longhouse, and complex systems of kinship. Within a culture of stewardship, ancestral laws and modes of governance involved protocols and agreements around land use and accessing resources. Their kinship system permitted the transmission of knowledge between generations. Today the local First Nations embrace their traditional knowledge systems and heritage while maintaining and reclaiming their cultures and ways of life.

Historically, Coast Salish class distinctions were more flexible than that of other First Nations groups, allowing individuals of proven standing to gain position. Households were the largest political entity with leaders speaking on behalf of their family group/clan/extended family. The social structure included a wealthy elite composed of chiefs or nobles, a body of commoners, and a class of slaves, who had been captured, purchased, or born into slavery. The chiefs handed down privileges through a formal gift-giving ceremony known as the potlatch.

The *Indian Act* was first introduced in 1876 as a consolidation of previous colonial ordinances. It was an attempt to generalize a vast and varied population of people and assimilate First Nations peoples into non-Indigenous society, and forbade First Nations peoples and communities from expressing their identities through governance and culture. Subsequent amendments required First Nations children to attend industrial or residential schools (1894

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

and 1920) and made it illegal for First Nations peoples to practice religious ceremonies such as the potlatch in 1884. Much of the province of British Columbia, including the Coast Salish territory of the mainland, is unceded territory, as treaties were not signed between many First Nations people and the colonizing powers. Disputes over land ownership have ensued for decades between Northwest Coast First Nations and other levels of government. An important factor of this dispute is the lack of understanding of the nature of indigenous land tenure in the fluidness of boundaries and their change over time that has resulted in overlapping land claims, which fail to fit within today's clearly-defined boundaries.

In 1993, after over a century of stalling and ignoring First Nations' land claims, other levels of government decided to enter into negotiations with First Nations on outstanding land claims. The Supreme Court decision of *Delgamuukw v. Regina* in 1997 aided British Columbia First Nations' position in stating that legislation cannot unilaterally erase their title to the land. Judicial decisions at the Supreme Court of Canada in June 2014 gave First Nations effective control over lands that exist outside their reserves but are found to be traditional lands.

Aspects of the early governing systems of First Nations persists today; however, modifications have been made that reflect the evolving nature of the political systems of Langley and British Columbia, and the Coast Salish ability to navigate between the two systems. The Metro Vancouver Aboriginal Executive Council's goal is to ensure the thoughts, voices, and needs for the urban indigenous community are put forth in a collaborative, unified, and strategic voice through working with federal, provincial, and municipal governments as well as First Nations leaders and the private sector. The Union of British Columbia Chiefs possesses a multi-layered objective: improving intertribal relationships; holding the federal government to account for their fiduciary obligations; supporting indigenous peoples through local, national, and international forums; continuing to defend Aboriginal Title; and fostering trust, honour and respect to build security and liberty and to encourage the healing and reconciliation of indigenous peoples.

COMPONENT 3.A.2: CIVIC ADMINISTRATION



Reeve Alex Hope (centre) and Municipal Councillors. The photo was published in the *Langley Advance*, January 23, 1941. Identified there were (L-R) Councillors Macaulay (Ward 6), Jackson (Ward 5), Logan (Ward 4), Bray (Ward 1), Reid (Ward 2), and Skea (Ward 3). Standing behind Reid is Engineer Matheson, standing behind Jackson is Acting Municipal Clerk E. A. Fountain, and standing behind Logan is E. J. Cox, *Langley Advance* reporter. The photo was taken by Horace Penzer, local Relief Inspector. [Langley Centennial Museum Photo #1392]

SUMMARY

As a result of Confederation, in 1872 the province passed the Municipalities Act, and many of the Fraser Valley communities petitioned for municipal incorporation. Langley incorporated as a municipality in 1873 – one of the first in the province; James W. Mackie was the first elected warden. Over time, the elected term of council has lengthened from one year to the current four, reflecting the increasing complexity of municipal administration and the changing nature of public service.

COMPONENT 3.A.3: SENIOR GOVERNMENTS



SUMMARY

The terms of Confederation gave the federal government the primary role in promoting economic union and in stimulating national economic expansion through the development of transportation links, while the provincial legislatures were given the responsibility for public schooling, health and social services, highways, the administration of justice, and local government. With the completion of the CPR and the subsequent growth in population – especially in the west – the momentum behind nation building was overtaken by the need to bolster provincial administrations. The original concept of a strong central government with sweeping powers over the provinces has evolved from one of provincial subordination to equality. The involvement of senior governments in Langley affairs has included interaction with public policies, administration and politics, represented by a legacy of sites, people and events.

G.O. Twiss, Conservative Candidate, Langley Prairie, October 1944.
[Steffens-Colmer Studio Ltd. CVA 586-3148]

COMPONENT 3.A.4: THE INTERNATIONAL BORDER



Teddy Nash sitting on the border marker between Boundary Line Road and the United States of America, circa 1911. [Langley Centennial Museum Photo #2008.073.008]

SUMMARY

The southern boundary of Langley is the United States border, with Washington State located to the south. Langley is defined as the southern edge of Canada, and contains one of only five Lower Mainland border crossings in the community of Aldergrove. Once much more porous, the border has been subject to increasing levels of control, especially in more recent decades.

Langley is situated directly north of and along the United States border, with Washington State to the south. The northernmost point in Langley is less than 25 kilometres from the border.

The advent of the Yale Road led to the development of a hamlet where the Yale Road met the trail to the United States. The crossroads, known as Shortreed's Corners, featured a general store and post office, and the Township's first Custom's office (in the home of settler William Vanetta). Two historic Customs Houses survive today in Langley.

Langley today contains one of the five Lower Mainland border crossings in the community of Aldergrove.

SUBTHEME 3.B: LAW, ORDER & SECURITY

This subtheme addresses the development of the police force and fire department, The Royal Canadian Mounted Police, the upholding of public order, the protection of citizens and property, and the administration of justice.

Component 3.B.1: Police

Component 3.B.2: Royal Canadian Mounted Police

Component 3.B.3: Fire Department

COMPONENT 3.B.1: POLICE

SUMMARY

From rough frontier settlement to modern metropolis, law enforcement has grown in scale and complexity to meet the needs of the growing municipality. The establishment of a police force in 1858 ensured the maintenance of law and order; when British Columbia entered Confederation in 1871, this force was constituted as the British Columbia Constabulary, later the British Columbia Provincial Police Force. Policing has evolved to reflect societal changes and evolving issues of technology and transportation. The B.C. Provincial Police were taken over by the Royal Canadian Mounted Police in August 1950, continuing to keep the municipality safe with a combination of old-fashioned police work and innovative crime prevention techniques.



Robert Macklin, circa 1914-15. [A.J. Selset, photographer. CVA A-30-101]

The British Columbia Provincial Police Force was established in 1871 under its first name, the British Columbia Constabulary. Prior to that, policing in the Colony of British Columbia was the responsibility of the Chief Inspector of Police (1858-1863) or Superintendent of Police (1863-1871) and in the Colony of Vancouver Island by the Commissioner of Police (1858-1866). In 1871, when the Colony of British Columbia joined confederation as a province of the Dominion of Canada, the police came under the authority of the Attorney-General. The reporting structure required the Superintendent of Police to report to the Attorney-General. The constables were under the direction of the government agent of the district who reported to the Superintendent. The mandate of the British Columbia Constabulary was to maintain peace and order and to enforce the laws of the province under the authority of *An Act respecting Police Constables*. In 1895, under the new *Provincial Police Act* the name was changed to the British Columbia Provincial Police Force. The duties of the force included patrolling the land, waterways, and coastline, enforcing laws, maintaining peace, policing strikes, controlling smuggling, and generally enforcing provincial statutes. Special constables were also deployed as required. In 1946, the force policed all rural areas and unincorporated settlements as well as forty municipalities throughout the province, including Langley.

One of the better known of the local police was Robert Macklin, who was born in Ireland in 1880. After coming to Canada he joined the Toronto City Police Force. He was later a member of the Vancouver City Police for eight years before coming to Langley. Once in Langley "Chief" Macklin was in charge of the Langley Police Department for over twenty years. He was superannuated by the Langley Municipal Council in about 1942, and died suddenly on October 31, 1943, at the age of 63, while feeding the cattle on his farm near his home on Johnston Townline Road (216th Street) in Murrayville. He is buried in the Murrayville Cemetery. A subdivision in this area is now called Macklin Corners.

The British Columbia Provincial Police Force ceased to exist in August 1950, when provincial policing was taken over by the Royal Canadian Mounted Police.

COMPONENT 3.B.2: ROYAL CANADIAN MOUNTED POLICE



The opening of the municipal court building in Langley, 1964. [Langley Centennial Museum Photo #4607]

SUMMARY

The Royal Canadian Mounted Police is both a federal and a national police force, and provides law enforcement for all levels of government across the country, including provincial policing services for British Columbia. Formed in 1920 by the merger of the Royal North-West Mounted Police with the Dominion Police, the Royal Canadian Mounted Police has been an integral part of law enforcement in Langley since 1950, when they took over responsibility for local policing.

Born out of a need for a national police force to enforce the law in Canada's western territories, in May 1873 the Parliament of Canada established the North-West Mounted Police, who became instrumental in maintaining order on the frontier; the prefix 'Royal' was added in 1904. During the First World War, the jurisdiction of the RNWMP was extended to border patrols, surveillance of enemy aliens, and the enforcement of national security regulations; cavalry squadrons were also provided for overseas service. In 1918, the jurisdiction for federal law enforcement was extended to all four western provinces. In 1920, federal policing was reorganized, and the RNWMP absorbed the Dominion Police to become the Royal Canadian Mounted Police. During the 1930s, there was further development of national police services, including collection of fingerprints, a crime index and firearms registration. During the Second World War, the RCMP was tasked with the defence of national security; RCMP Marine and Air Section personnel were transferred to the Royal Canadian Navy and Royal Canadian Air Force in 1939. After the end of the War, there was a reorganization of the force, and in 1950 RCMP provincial policing contracts were extended to include British Columbia and Newfoundland; the British Columbia Provincial Police force was dissolved and their personnel merged with the RCMP. By the 1970s, the expansion of RCMP security operations included airport policing, drug enforcement and economic crime. Women were first recruited as uniformed regular members in September 1974. Today, the RCMP continue to provide local police services in Langley.



RCMP Constable Rick Scott explains Langley's block parent plan outside of a school, 1976. [Langley Centennial Museum Photo #3202]

COMPONENT 3.B.3: FIRE DEPARTMENT



Hilton Truck, early 1930s, [Photograph given to the Fire Department by the Hilton Family]

SUMMARY

Early Langley residents were responsible for fending off fires close to their own properties. By the 1930s, however, "volunteer" fire departments became a necessity due to the growing population. During the late 1950s and early 1960s, Langley's volunteer fire departments partnered with local ratepayers to build new fire halls throughout the Township and purchase fire trucks with attached water hoses. To this day, the Township of Langley employs both paid full-time and volunteer fire-fighting forces.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Early Langley residents were responsible for fending off fires close to their own properties. In the early 1900s the town of Langley Prairie had no organized fire brigade and after a few major fires, a group of local men gathered in Easingwood's store to discuss the establishment of the Langley Prairie Volunteer Fire Department. After a fire destroyed a large area of Langley Prairie in May 1928, the Hilton Brothers – who owned Hilton Brothers Garage – cut the back off a Hudson sedan, fitted an irrigation pump and some ladders and built Langley's first motorized fire vehicle. Next, sump holes were strategically dug under the sidewalks around the area, designed as reservoirs for emergency water supply. The telephone company became the alerting system and a fan-out procedure was developed to alert the volunteers. The phones of the farmers, the butchers the barbers and businessmen would ring, someone on the other end would shout "Fire!" and signs would be placed on locked doors that said, "Closed, gone to a fire."



**Fort Langley
A.R.P. fire drill,
1943.
[Steffens-
Colmer Studios
Ltd. CVA 586-
1383]**

By the 1930s, however, "volunteer" fire departments became a necessity due to the growing population. Each neighbourhood's "volunteer" fire department enlisted the help of local men to answer emergency calls. Various neighbourhood departments included North West Langley, Murrayville, Brookwood, Fort Langley and Aldergrove. During the late 1950s and early 1960s, Langley's volunteer fire departments partnered with local ratepayers to build new fire halls throughout the Township and purchase fire trucks with attached water hoses.

The volunteer system worked well, but as the population increased the calls for service increased as well. As the issues of safety came to the forefront, training had to increase, putting more demands on volunteer's time and requiring more firefighters to respond to do the job safely. Today, the Township of Langley employs both paid full-time and volunteer forces, and over 10,000 calls a year are answered by the Langley City and Township fire crews.

SUBTHEME 3.C: DEFENDING LANGLEY

This subtheme addresses the development of military organizations, buildings and activities, places and people associated with the military and civil defence of Langley during wartime, life on the Home Front and the commemoration and remembrance of war.

Component 3.C.1: Langley at War

Component 3.C.2: Cenotaphs & War Memorials

COMPONENT 3.C.1: LANGLEY AT WAR



George Hadden, Tommy Fillardeau, Bob Brown and James Hadden in uniform outside of the Edal Café, January 1943. The Hadden brothers died within five weeks of each other during active service in 1944. [Langley Centennial Museum Photo #4496]

SUMMARY

Langley was profoundly affected when Canada was at war. Patriotic calls to duty drew many overseas for active service. The economy shifted to military production; agriculture was essential to Canada's war efforts, and experienced a wartime boom. On the Home Front, war had a profound impact on the civilian population, drawing women into the workforce and disrupting traditional societal roles. After the end of the Second World War, a prolonged period of peace settled in, but a new Cold War, and ongoing global conflicts, continued to have an impact on civilian populations.

FIRST WORLD WAR

The British declaration of war on Germany in August 1914 invoked unprecedented waves of patriotism. The Langley community had virtually no military heritage of its own, yet when Britain declared war against Germany, Langley's young men - many of them recent immigrants from England and Scotland - streamed into Vancouver and New Westminster, hoping to join the First Canadian Contingent. About 400 men from Langley enlisted, and almost one in ten died; some died later due to injuries and war-related trauma. Men, women, and children joined forces

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

to raise money, create and gather supplies for soldiers, and shoulder many of the farm duties that would otherwise have occupied their fathers and brothers. On the Home Front, civilians rallied to support the war effort. The first domestic war loan was a gold bond issued in November 1915; during the fourth campaign of November 1917 the term 'Victory Loan' was coined, and was quickly oversubscribed, collecting \$398 million. The Second and Third Victory Loans were floated in 1918 and 1919, bringing another \$1.34 billion. The government awarded Honour Flags to communities that bought large amounts of Victory Loan bonds.

Armistice occurred on November 11, 1918, a date still observed annually as Remembrance Day. The war had shaken up and destroyed much that people thought of as normal. The troops returned home to a world where alcohol had been outlawed, and women had been given the vote. One startling result of the war was that women had emerged from the domestic sphere into worlds that had once been barred to them. When the men headed overseas to war, women took up jobs in industry, learned to enjoy their independence, and saw a role beyond marriage and child-rearing.

In the 1930s, rumours of a new war broke out, and military defences on the coast were fortified and expanded. There were signs of growing conflicts in Europe and Asia that could not be ignored any longer and any hope that the world had learned its lesson the first time had faded. In September 1939, the rumours became all too real and Canada was again at war. With news of the attack on the American naval base at Hawaii on December 7, 1941, years of smoldering fear and resentment against Japanese-Canadians exploded into panic and anger in British Columbia. A few months after Pearl Harbor, Japanese-Canadians were forcibly expelled from the west coast, placed into holding areas such as the barns at Hastings Park – which had been commandeered for military purposes – and then interned in camps in the interior.

The Royal Canadian Air Force Station Boundary Bay was opened on April 10, 1941 under the British Commonwealth Air Training Plan; a Relief Landing Field was constructed as RCAF Detachment Langley, which today is the location of Langley Regional Airport. During the early years of the Second World War, naval communications on the coast were handled out of Esquimalt, but as that base grew in size and complexity, it was recognized that it was unsuitable as a radio communication station. It was decided that two new stations would be built on the mainland, at Sumas and Aldergrove. Sumas (later known as Matsqui) was officially taken over by the Royal Canadian Navy in December 1942. The first buildings at Wireless Station Aldergrove were completed the following year. Both stations grew in size and complexity during the war year, and after the war ended, continued to function as naval communications centres for the Pacific Command. From 1955 to 1967 Aldergrove became HMC Naval Radio Station Aldergrove, and Canadian Forces Station Aldergrove from 1967 to 1996. Downsizing and automation in the mid-1990s led to the facility becoming a detachment of CFB Esquimalt, rather than an independent Canadian Forces station. Communication "towers" remain and are still owned by the military today.



A.R.P. drill, 1943. [Steffens-Colmer Studios Ltd. CVA 586-1038]

Approximately half of the Canadian war cost was covered by War Savings Certificates and war bonds known as 'Victory Bonds.' When it became apparent that the war would last a number of years, the war bond and certificate programs were organized under the National War Finance Committee in December 1941. Bond drives took place every six months during which no other organization was permitted to solicit the public for money. The government spent over \$3 million on marketing that employed posters, direct mailing, movie trailers, radio commercials and full page advertisement in most major daily newspapers and weekly magazines.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

As the war dragged on, there were further impacts on civilians. As industrial and agricultural production was targeted at the war efforts, civilians had to make do with less and less. Food was considered an essential weapon of war, and the federal government took a series of unprecedented steps aimed at transforming Canadian diets. Rationing was just one part of a much larger intervention that included thousands of controls on the price, production, and distribution of everyday foods. Coupled with the need to feed the troops was the lifeline provided to Britain by Canadian food production. Canadians also rallied patriotically behind a range of wartime causes, including volunteering on farms, packing life-saving food parcels for Allied prisoners of war, and 'Jam for Britain' and 'Milk for Britain' campaigns. On January 1, 1943, the sale of whipped cream was banned in British Columbia, one of the results of ongoing food rationing. The following year, the Restaurant & Foodservices Association of B.C. was formed in Vancouver to deal with the rationing issue. New and tighter rationing of gasoline began in 1944. Industrial production again shifted to military priorities, increasing demand for materials like plywood, and women returned to the workforce in droves.

After the end of the Second World War, the impacts of war reverberated for many years. The civil defence initiatives undertaken during Cold War, and the ongoing threat of atomic war, resulted in the construction of public and private bomb shelters. School children were taught to 'duck and cover' in the event of nuclear attack, and bomb shelter displays were featured at the PNE. Although a prolonged period of peace settled in, Canada's involvement in ongoing global conflicts continues to have an impact on the military and on civilians.

COMPONENT 3.C.2: CENOTAPHS & WAR MEMORIALS



Attending Memorial Day at the Fort Langley Cemetery Cenotaph, May 22, 1932. [Langley Centennial Museum Photo #3023]

'MEMORIAL DAY' 'FORT LANGLEY' MAY 22 1932

SUMMARY

The official war memorial, which honours those who died in service, is a phenomenon that grew out of the aftermath of the First World War. After Armistice in 1918, monuments commemorating the lives of Canadians killed in overseas conflict began to occupy a prominent place in our cultural landscape. This included public cenotaphs, as well as innumerable Rolls of Honour, plaques, stained glass windows, and other remembrances in churches, schools, post offices, clubs and public buildings. Other cenotaphs were erected, or existing monuments rededicated, after the end of both the Second World War and the conflict in Korea. In Langley, roads were renamed after fallen soldiers, memorial maple trees were planted at major intersections, and granite cenotaphs were installed at the Fort Langley and Murrayville Cemeteries.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

The unprecedented violence of the 'Great War' demanded a new form of commemoration, with memorials that expressed the unprecedented scale of human sacrifice that occurred between 1914 and 1918. War memorials preserve the memory of those who died for their country and also act as a place of gathering for commemorative services.



[Township of Langley]

Langley has a number of memorials that commemorate the people who served in the First and Second World Wars. In 1918, a movement began in the Langley area to honour the more than 280 local men who fought for their country during the First World War. Dr. Benjamin Butler Marr, the first man in Langley to enlist, and Archie Payne initiated the project to rename many of Langley's roads after fallen soldiers and to plant memorial maple trees at major inter-sections. Dozens of these maples were planted, and in addition, rows of Horse Chestnut trees were planted after 1918 on the west side of Glover Road, starting in front of St. Andrew's Church and running north for two blocks. They were planted along the perimeter of the Fort Langley Cemetery as a living memorial to soldiers who fell in the First World War, and were part of a commemoration programme that included the planting of other street trees and the renaming of local streets. The trees added greatly to the ambience of the area by marking the entry to the local commercial district. To the north side of Fort Langley cemetery is a granite First World War memorial for the fallen men of the Langley District that was later rededicated to the memory of those who served in the Second World War. There is a granite First World War memorial (rededicated after the Second World War) located in Murrayville Cemetery, east of the old section.

THEME 4: SOCIETY

This theme explores the development of Langley's community life, and the ways in which the inhabitants of Langley lived together and cared for each other, in social interactions that were temporary and long-lasting, formal and informal, and independent. There are many different ways in which people have enriched community life, such as organizing the delivery of health, education and welfare services, practicing spiritual beliefs, establishing clubs and organizations, and watching and participating in community sports.

Subtheme 4.A: Spiritual Life

Subtheme 4.B: Education

Subtheme 4.C: Health Care & Social Services

Subtheme 4.D: Sports & Recreation

Subtheme 4.E: Community Associations

Subtheme 4.F: Exhibitions, Fairs & Cultural Festivals

Subtheme 4.G: Social Movements

SUBTHEME 4.A: SPIRITUAL LIFE

This subtheme commemorates the expressions of spirituality, diverse belief systems, and remembrance in the lives of Langley's people. The First Nations people of the Pacific Northwest coast have an enduring connection with the land, sea and river, and many places throughout this area reflect their spiritual beliefs. After Contact, European settlers, as well as diverse multicultural groups who contributed to the building of the early settlement and railway, also brought their religious belief systems with them, and places of worship sprang up across the municipality. The diversity of sacred places grew as Langley's population expanded, reflecting many different cultural groups and religious denominations, and their development over time.

Component 4.A.1: First Nations Spirituality

Component 4.A.2: Religion

Component 4.A.3: Burial Grounds & Cemeteries

COMPONENT 4.A.1: FIRST NATIONS SPIRITUALITY

SUMMARY

The deep and enduring connection First Nations have with the land and sea of the Northwest Coast and 'sense of place' manifests itself through beliefs, practices, and spiritual places that continue to hold great importance, and are intrinsically linked to Coast Salish cultural identity. Although a number of historic sacred places have been lost or significantly altered through land development and erasure, they continue to be places of spiritual significance and sites for the transmission of traditional knowledge between generations. New sacred places relevant to today's First Nations are being established, which reflect both the existing and evolving belief system and cultural identity.

The deep and enduring connection First Nations have with the land and sea of the Northwest Coast and 'sense of place' manifests itself through beliefs, practices, and spiritual places, physically represented through such places as the ancient Xá:ytem / Hatzic Rock National Historic Site of Canada and the transformer rock called 'Meqsel' (meaning nose) located within the eastern boundaries of Aldergrove Regional Park. Although a number of historic sacred places have been lost or significantly altered through land development and erasure, they continue to be places of spiritual significance and sites for the transmission of traditional knowledge between generations of First Nations peoples.



The Coast Salish have also been involved with the religions of the Europeans. An example of this is the Church of the Holy Redeemer, a Roman Catholic Church, built by the First Nations residents on Indian Reserve 6 on McMillan Island between 1897 and 1902, which has been recently restored.

Church of the Holy Redeemer [Kwawwntlen First Nation]

COMPONENT 4.A.2: RELIGION



Interior view of Saint George's Anglican Church, circa 1910. [Langley Centennial Museum Photo #0126]

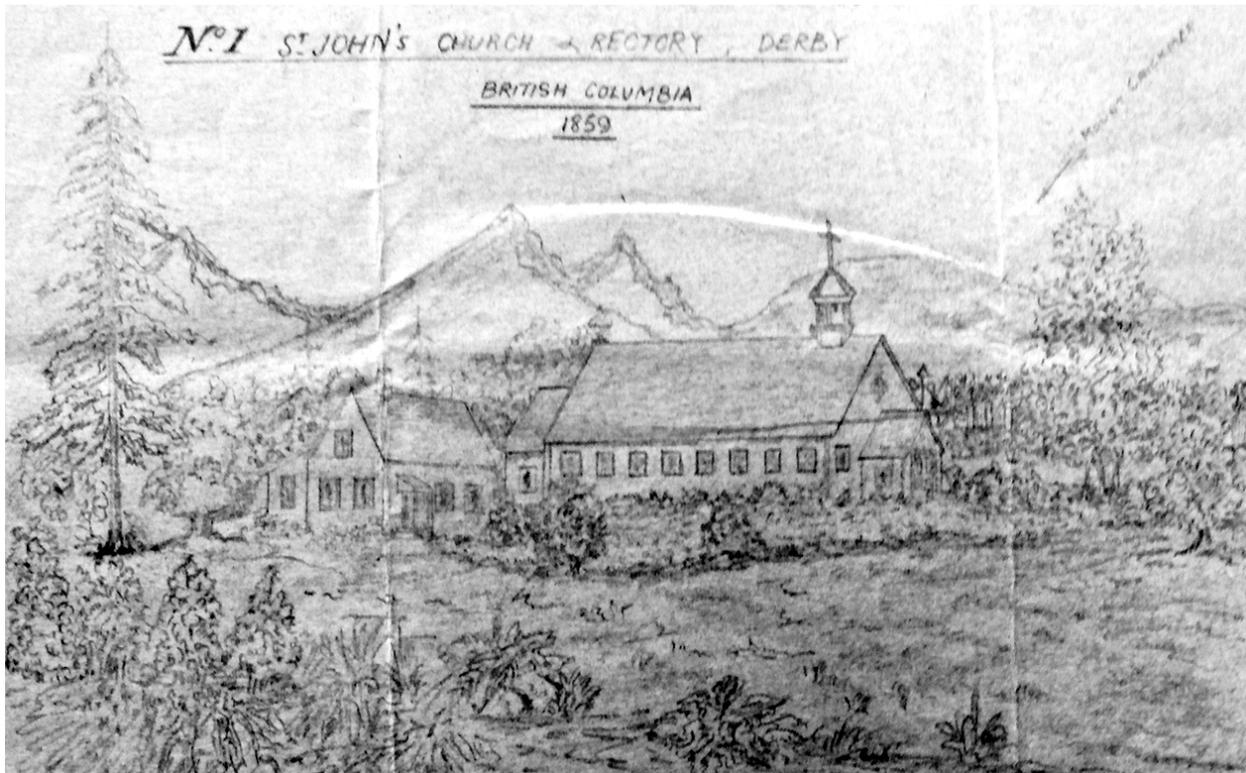
SUMMARY

As settlers arrived, they imported and practiced their religious beliefs, and places of worship were established. Missionaries and travelling ministers provided the first religious services, and small congregations were established in the nascent communities. The Edwardian-era boom provided the

resources for the establishment of additional parishes, and as prosperity returned after the end of the First World War, new churches were established in the growing communities. Post-Second World War suburbanization, and an increase in immigration, led to the arrival of numerous diverse religions. Today, Langley is a municipality of diversity, reflecting many diverse cultural groups and religions, and their evolution over time.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

In 1840, Fathers Modeste Demers and Norbert Blanchet arrived from Fort Vancouver and launched the process of evangelization of the First Nations and the "recovery" of Catholics who had strayed from the flock, largely due to a lack of clergy. There was also concern by the church authorities in England over the spiritual welfare of the suddenly 'booming' population. This led to the appointing of the Rev. William Burton Crickmer as a missionary to the new colony. The Rev. Crickmer arrived in Derby in February 1859. The Royal Engineers set about building the parsonage and Church at Derby according to Rev. Crickmer's plans. The Church was designed after St. John's at Deptford, England, Mr. Crickmer's first curacy. The Church, made of California Redwood, was completed and ready for its first service on Sunday, May 8, 1859. The name of the Parish was Derby and the Church's name was St. John the Divine. The boom at Derby was short-lived. The first entry in the Church Register was on July 17, 1859; the last entry was January 8, 1860. In the intervening time a new capital for British Columbia had been selected, New Westminster, and the population of Derby declined. Mr. Crickmer was sent to Yale to minister there.



St. John's Church & Rectory, Derby, B.C., drawn by Rev. W.B. Crickmer, 1859. [CVA 74-532 #1]

Bishop George Hills petitioned Governor Douglas to have the church and parsonage moved from Derby to Yale. The Governor replied that such a move, 112 kilometres against the fast flowing waters of the Fraser River, would be impossible. The church remained at Derby to be used for services by traveling missionaries or, on occasion, by the Presbyterians and Methodists on approval of the Bishop. The parsonage was occupied for a period of six months in 1876 by Thomas Haney and his wife while their house was being built across the river in Maple Ridge. In 1881, with the coming of the C.P.R., the town site of Maple Ridge began to boom. The Rev. T.H. Gilbert, in charge of the Anglican Fraser River Mission, was instrumental in bringing the Church from Derby to Maple Ridge. A committee comprised of Magistrate John Laity, Wm. Hampton, Alex Stevenson, Sam Edge, G. Nelson, G. Howitson, W. MacKinney and Mr. Gault was formed to direct the work. In the fall of 1882, Samuel Edge directed the group of men who dismantled the Church at Derby, floated it across the river on a raft of its own timbers and with rollers, bull teams and windlasses drew it up a 30/40 degree slope a distance of 60 metres to its present location. The first service in Maple Ridge was held on Wednesday, December 20, 1882 with the Most Rev. Bishop Sillitoe celebrating and assisted by the Rev. T.H. Gilbert.

THE LANGLEY MUNICIPALITY.

1882-83 *British Columbia Directory*, pages 255-57.

The religious wants of the community are well provided for. There is a sprinkling of Roman Catholics, who are periodically visited by the Priests of their church who reside at St. Mary's Mission and New Westminster. There are also a few Episcopalians, who are ministered to every third Sunday by a Church of England Licentiate, stationed at Maple Ridge. Methodists enjoy the regular services of ministers of their own denomination from New Westminster. Presbyterians constitute the majority of the settlers. A minister in connection with the Church of Scotland has been stationed here for upwards of 7 years, and conducts divine service in Langley every Sunday forenoon, and at either Maple Ridge or Mud Bay in the afternoon. There is a small Presbyterian church at Fort Langley. The utmost harmony and good will seems to exist among the different sects.



St. Mary's Roman Catholic Church, at River and McIvor Roads, Fort Langley, 1958. [BCA C-09106]

By 1890, it was reported that there were Episcopal, Presbyterian and Methodist churches located in Langley.

An example of an early surviving religious structure is Saint Andrew's Presbyterian Church on Glover Road. The site of this church was donated by James Mackie, Langley's first Warden. The plans for the church were provided by H. Hoy of New Westminster, and it was built by contractor Thomas Turnbull for a total cost of about \$1,000. The original structure was 7 by 12 metres, and held 150 people. The dedication was held on Sunday, September 27, 1885 with Reverend Robert Jamieson and

Reverend Alexander Dunn officiating. Although not part of the original plans, the tower and belfry were added during the course of construction, with the cost defrayed by Henry Wark. The bell was formerly used by the HBC steamboat "The Beaver". The bell and bell tower were damaged by a fire in 1970 and the original bell was replaced. This is the oldest church in continuous use in B.C. Originally a Presbyterian church, it became a United Church following church union (the union of the Methodist, Presbyterian, and Congregationalist churches of Canada to form the United Church of Canada).

Another of Langley's Historic churches is Saint George's Anglican Church. The HBC sold the southwest section of their Fort Langley property to Alexander Mavis in the 1880s; he later subdivided his farm and sold the cemetery with adjacent land to the Anglican Parish for \$50. In October 1901, St. George's Anglican, a small Carpenter Gothic Revival style church, opened on the site to serve the surrounding communities (including Milner, Glen Valley and Langley). It was built by Duncan Buie, with B.C. Mills providing the building supplies and the Coulter & Berry General Store supplying the hardware. The original windows were all single-hung sash with plate glass. The total cost for building St. George's, including the land and some furnishings, came to \$744.40. A local craftsman by the name of Joe Sailes created the lectern and other fixtures. A striking iron cross is mounted over the front door and details the artistic aspect of the blacksmith's craft. It is thought to be a marker once gracing the grave of a Hawaiian (Kanaka) HBC employee. The Chancel was enlarged and the stained glass window installed over the altar in 1912. A small bell tower was added in 1914; the bell is purported to have come from the estate of Port Kells' Carl von Mackensen, a German loyalist interned during WWI.

Many other surviving early churches include St. Alban's Anglican Church, Milner Methodist Church, Aldergrove Presbyterian Church, Sperling Methodist Church, Sharon Presbyterian Church, Murrayville Presbyterian Church (now St. Nicholas Canadian Orthodox Church). These buildings remain as important community anchors, along with many other religious structures built in more recent years. Langley today is home to numerous congregations of many different denominations, including Mennonite congregations, evangelical churches and many others that demonstrate a broad diversity of religious beliefs in today's communities.

COMPONENT 4.A.3: BURIAL GROUNDS & CEMETERIES



Catherine McIntosh with brother Neil S. Dagleish at their mother's grave in the Fort Langley Cemetery, circa 1900. [Langley Centennial Museum Photo #4440]

SUMMARY

Cemeteries are a poignant reminder of the lives of the early settlers. Langley has several early resting places of great beauty – some of the oldest in British Columbia – that provide a strong connection to its early pioneers. Other burial places exist primarily as archaeological sites, including the first HBC and Houston family cemeteries, both near Derby Townsite, as well as a number of indigenous burial sites. All of these sites provide a connection to those who have dwelled on this land.

There are many historic burial places and cemeteries located throughout the Township. Some are highly-visible, while others have been forgotten and lost over time. These archaeological sites include First Nations burial sites, the Derby Townsite cemeteries, the Patricia Lutheran Churchyard Cemetery (468 264 Street), The McQuilken Burial, the 8th Avenue Burials, and the 200th Street Burials. The Walworth Cemetery Archaeological Site contains either seven or eight graves; those buried here were the victims of a smallpox or flu epidemic. Tradition states that three or four of these people lived in a house on this site, while the others were visiting the area at the time. A small burial place exists in Milner at the former site of St. Alban the Martyr Anglican church, built in 1890 but moved to Otter in 1925; two burials of the Culbert family occurred in the churchyard, that remain visible today.

Pioneer Cemetery & Cairn

This site, originally in the extreme southwest corner of the Hudson's Bay Company land, was used as a cemetery for the earliest settlers and company employees. Only two early cemeteries are known to have existed on the mainland, one next to the Derby townsite, which is extant but overgrown, and one closer to the present Fort site, which has since been destroyed. The HBC sold the southwest section of their Fort Langley property to Alexander Mavis in the 1880s; the cemetery was included in this sale. Mavis erected a fence around the cemetery to keep wandering cattle from grazing amongst the gravestones. He later subdivided his farm and sold the cemetery, with adjacent land, to the Anglican Parish for \$50. Most of the original tombstones have disappeared; the site was marked by a cairn and historical plaque in 1954.

Fort Langley Cemetery

Established in 1884, this was the first municipal cemetery established in Fort Langley, and is the resting place of many of the area's pioneer families. The first burial was Robert Mackie, father of the municipality's first Warden. Separate sections of the cemetery were reserved for First Nations peoples and for Canadian War Veterans. Many of the marble and granite monuments are elaborately carved and decorated, and several gravesites are surrounded by wrought iron fences. In conjunction with an early landscape plan now in full maturity, it remains a site of peace and beauty. Sometime before 1924, a Veteran's section was established. To the north side of the cemetery is a granite First World War memorial for the fallen men of the Langley District, which was later rededicated to the memory of those who served in the Second World War.

St. Alban's Cemetery

Located just south of 6238 216 Street on the bank of the Nicomekl River at Milner, this small plot contains only two graves. This was just west of the original location of St Alban's Church, built in 1889. Land across the street was later acquired for the construction of a vicarage, which still exists, although in altered condition. The church was moved to Otter in 1926, but the cemetery remained as hallowed ground. The stone marker commemorates Ellen Culbert, who died on January 22, 1894; she was the wife of Thomas Culbert, who served for years as Vicar's Warden. Beside her, marked by a plain wooden cross, lies their daughter, who died at the age of thirteen. The Culbert family came to Langley via Cape Horn in 1880; their descendants have long been area residents.

Odd Fellows' Cemetery (Now Murrayville Cemetery)

Local pioneer, Billy Murray, donated 1.3 hectares of his property to the Independent Order of Odd Fellows in 1891, for the construction of a second municipal cemetery. It then lay idle until December 1892, when John Jackson, who was killed by a 'ringed' (falling) tree, was buried here. Alexander, son of Paul Murray, who had drowned in the Fraser River, is also buried here. He was first interred in the Fort Langley Cemetery in 1884, then exhumed and re-interred on this land donated by his brother. The land was purchased from the Odd Fellows by Langley Council in 1926; it also received a donation of an additional 1.1 hectare package of land immediately to the south from Hugh and Charlie Hagarty. There is a granite First World War memorial (rededicated after the Second World War) east of the old section of the cemetery. The site is located on a scenic hillside, with a view to the Coast Range mountains to the north.

Langley's most recent cemetery is the Langley Lawn Cemetery. Council acquired land for the cemetery in 1959, but it was not opened until 1966. Today, Langley's cemeteries provide a place of repose and remembrance, and a connection to those who have lived on this land.

SUBTHEME 4.B: EDUCATION

The province passed the Public Schools Act in 1872, allowing for the introduction of a non-sectarian school system. This subtheme articulates the early development and rapid maturation of the local educational system that served the growing municipality. It includes activities associated with teaching and learning by children and adults, and encompasses both public and private education.

Component 4.B.1: First Nations Education

Component 4.B.2: Public Education

Component 4.B.3: Post-Secondary Education

COMPONENT 4.B.1: FIRST NATIONS EDUCATION

SUMMARY

The First Nations people of this territory had their own distinctive and defined educational systems, based on ‘ways of knowing’ in harmony with the land, and transmitted through oral histories. The creation, preservation and disbursement of traditional knowledge was disrupted after Contact, when First Nations people became subject to colonial educational systems. Funded by the Indian Affairs Department, and administered by Christian churches, residential schools were the result of a policy to remove indigenous children from the influence of their families and culture, and assimilate them into the dominant Canadian culture. These policies forced First Nations off their lands, severed family ties and diminished traditional culture. Today, the reclamation of First Nations traditional knowledge has become a crucial part of maintaining and reclaiming indigenous traditional culture and ways of life.

Traditional Knowledge

The First Nations people of this territory had their own distinctive and defined educational systems, based on ‘ways of knowing’ in harmony with the land, and transmitted through oral histories. Traditional knowledge is created, preserved, and dispersed, and describes information passed from generation to generation. This information may be rooted in storytelling, ceremonies, traditions, ideologies, medicines, dances, crafts or a combination of all. Traditional knowledge is determined by a First Nation’s land, environment, region, culture and language, and is shared through ways of exchanging cultural and traditional information. Elders of a First Nations community have an integral role in the transmission of this knowledge with younger generations and others in the community. Everyone holds traditional knowledge because it is collective. Protocols, customary laws and social conventions regulate social behaviour. These protocols inform people how to obtain objects, such as medicines, through stories and ceremonies. With European contact, and the foreign rules they brought with them, many First Nations protocols were overshadowed or forgotten, and were seen as inferior to the values of the European settlers.

Residential Schools

After Contact, First Nations people became subject to colonial educational systems. An 1884 amendment to the Indian Act mandated government regulated education for Indian children, to make them read and write English. The Indian Residential Schools were a network of ‘residential’ (boarding) schools for indigenous Canadians. Funded by the federal Indian Affairs Department, and administered by Christian churches, residential schools were the result of a policy to remove indigenous children from the influence of their families and culture, and assimilate them into the dominant Canadian culture. The schools were meant to be restricted to status children, but children of ‘mixed race’ were sometimes sent there as they did not fit into any convenient government category. Many First Nations parents resisted in giving up their children to the residential school system.



Kuper Island Industrial School, June 13, 1913. [Royal Commission on Indian Affairs for the Province of British Columbia. BCA H-07256]

Many Indigenous children in Langley were sent to St. Mary's Residential School in Mission or Kuper Island Residential School in the Gulf Islands. In most cases, children were separated from their siblings and were not allowed to travel home or visit their parents. The intergenerational trauma that resulted from being sent to these schools is still felt to this day in many communities.

The number of residential schools peaked in 1931, but the last one was not closed until 1996. The Indian Residential School system can be seen as an attempt to force First Nations off their lands, sever family ties and diminish traditional culture. Subsequently, residential schools have become the painful subject of contested spaces for many First Nations people. The site of St. Mary's Residential School is now a reserve named Pkw'Xe:yles that is shared by 21 First Nations that had children sent to the school.

As it neared the completion of its mandate, the Truth and Reconciliation Commission of Canada issued a request for proposals to establish a National Research Centre to be a repository for its records. UBC supported the successful bid of the University of Manitoba to locate the national centre in Winnipeg, with the understanding that UBC would pursue the possibility of establishing a west coast affiliate Centre on its Vancouver campus. The Indian Residential School History and Dialogue Centre is now located on the UBC campus.

Reclaiming Traditional Knowledge

The importance of the rules and protocols for traditional knowledge is a growing issue for First Nations people in maintaining and reclaiming indigenous traditional culture and ways of life. Emphasis on education, of the young and also life-long learning, has grown in importance for First Nation's communities of the southern portion of the Pacific Northwest Coast. In recent years, the integration of classes of Indigenous language and cultural teachings and activities into educational programming of First Nations' schools has become standard. This practice, coupled with a resetting of curriculum, collaboration of stakeholders, and pressure from First Nation's leaders to make the education of First Nation youth a priority, have all contributed to an increase in high school graduation rates from 40% in 2008-09 to 60% in 2012-13. To bridge the secondary to post-secondary education transition for First Nations students attending the University of British Columbia, the First Nations House of Learning was established; the design for the building for the FNHL is a traditional Coast Salish longhouse. The mandate for the FNHL is to improve Indigenous students' access to the University's resources, and to ensure the needs of Indigenous students are met.

COMPONENT 4.B.2: PUBLIC EDUCATION

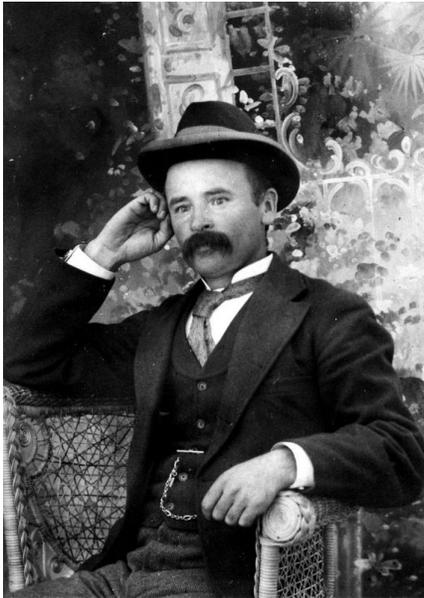


A class at the "Southwest Aldergrove" school, Back row (left to right): Will Milburn; Will McEwan George F. Goostrie (teacher); Walter Milburn; Philip Nash. Middle row (left to right): Lulie Warner; Alma Milburn; Cecil McEwan; Amelia Warner; Annie Olson; Olga Milburn. Front row (left to right): Harold McEwan; Edgar Nash; Alfred Warner; Geoffrey Nash, 1898-1899. Although identified as "Southwest Aldergrove school," this school was later known as Patricia School. The school was opened in 1891 near the corner of 264th Street and 8 Avenue on the northeast side. The official name was listed as "Aldergrove South." It was renamed Patricia in 1912 after the youngest daughter of the Duke of Connaught. [Langley Centennial Museum Photo #0731]

SUMMARY

Increasing immigration in the 1860s and the desire to establish permanent communities led to discussions about the most appropriate type and structure of public education, and the role of religious organizations in its provision. Under Confederation, education was deemed a provincial responsibility. In response, British Columbia passed the Public Schools Act in 1872, which stated that all public schools would be non-sectarian and that education would be free. As the population expanded during the early 20th century, an extensive network of community schools was established. During and between the two world wars, school construction languished, or proceeded fitfully, but after the end of the Second World War the postwar Baby Boom had a profound impact on the school system. The Langley School Board responded to rising demand by expanding and modernizing many existing schools. With new waves of immigration, a much greater diversity developed of both teaching staff and the student population, a trend that continues. Today, Langley School District #35 serves about 18,000 students; employs over 2,500 teachers, support staff and administrators; and operates over forty schools that provide International Baccalaureate, French Immersion, Fundamental, and Alternative programs that reach a wide range of interests connecting to the Arts, Environment, Equine, the Kwantlen, Katzie and Matsqui First Nations, Sports, Culinary Arts and Leadership.

The structure of public education in British Columbia took shape in the latter half of the 19th century. After Vancouver Island was declared a Crown Colony in 1849, education was relatively informal, with a mix of religious education and schools supported by the colonial administration, most of which charged fees. After 1858, as new settlers and families poured in, the two colonies obviously needed a public school system. Discussions about who would pay for and have access to public schools, and the role of religious organizations in its content and delivery took place in the 1860s, just prior to British Columbia joining Confederation. There was also competition for students in the fledgling colonial settlements; private individuals, Anglican and Methodist churches were all setting up schools and recruiting pupils. In 1865, a *Free School Act* was passed that applied to Vancouver Island; two years later a *Common School Ordinance* was passed that applied to the recently-united Colonies, and subsidized schools to \$500 per year, with the remainder of costs to be borne by local school boards, which were limited in charging tuition fees of \$2 per pupil per year.



Langley teacher George Sluggett. [BCA D-03424]



Lochiel School Class, 1900. [BCA C-09102]

Under the British North America Act, education was deemed a provincial responsibility. *An Act Respecting Public Schools* was passed in British Columbia in 1872, which authorized the Lieutenant-Governor in Council to create school districts, provide funds for teacher's salaries and school buildings, and appoint a six-member Board of Education and a Superintendent of Education. The objective of the *Act* was 'to give every child in the Province such knowledge as will fit him to become a useful and intelligent citizen in after years.' School Boards were originally established to allow individuals from local school districts to assist in the formation of education policies, based upon their district's specific needs.

A number of settlement or rural schools appealed for assistance for their first school, just as the *Act* was put into action in 1872. In the next few years, the first superintendent, John Jessop, visited all the schools of the province on foot and by canoe, horseback and paddle steamer. His dreams for the provincial education system were expressed in his reports to the government. After his first tour of inspection in 1872, Jessop noted that some schools were so poorly equipped that they did not even have a globe, which was considered to be an essential teaching tool.

In Langley Prairie, Henry Cudlip and James Anthony Clarke donated half an acre for a school in Langley Prairie, which opened on April 1, 1875. In 1906-07 the Langley School District was formed, amalgamating the Boards of Trustees for 15 individual schools under one board. The first high school started in 1909, using Billy Murray's Hotel. The post-Second World War Baby Boom and its aftermath had a major impact on the development of Langley and its schools. Even before the war ended, planning was underway for revisions to the education system. In 1944, Dr. Maxwell A. Cameron was appointed as a one-man commission of inquiry on education administration. In December of the following year, the *Report of the Commission of Inquiry into Educational Finance* was released. Cameron advocated strong local authorities, controlled by elected school trustees and managed by provincially-appointed district superintendents; his recommendations included a new formula for school finance and the reorganization of the province into large, regionally defined administrative units, to be called school districts. Based upon the recommendations, the *Public Schools Act* was amended in 1946, leading to the consolidation of province-wide coverage by school districts, as well as changes in the financing of public education.



Langley Elementary School, 1960 [BCA I-23736]

By 1952, the baby boom children had started school, and enrolment numbers exploded. Long-delayed by economic and wartime restraints, improvements to school infrastructure demonstrated an almost military efficiency, an echo of wartime experience and reflective of the many returning veterans who were entering the civil service. Some authorities seriously underestimated the size of the boom, and argued that it would be short-lived, but the School Board responded to rising demand by first expanding and modernizing many existing schools. The new buildings were modern in style, reflecting both efficiency and economy in their construction. This explosive expansion required greatly-enhanced administrative support.

The population of postwar Langley also was also becoming increasingly diverse, a trend that continues today. Changes to legislation and federal immigration policies made Canada more welcoming to non-British newcomers, and immigration from continental Europe and later from Asia altered the demography of the municipality. Over time, a much greater diversity of both teaching staff and the student population developed, a trend that continues today. Today, the non-sectarian public education system predominates, and less than 6% of Canadians are educated in private and religious schools.

Langley Township is served by School District #35 Langley. It also contains one francophone elementary school, which is part of the province-wide CSF (conseil scolaire francophone), School District 93, and there is the Langley Fine Arts School in Fort Langley. The largest school in Langley is the Walnut Grove Secondary School, which has about 2,000 students.

COMPONENT 4.B.3: POST-SECONDARY EDUCATION



Aerial view of Trinity Western College, March 1973. [Langley Centennial Museum Photo #3078]

SUMMARY

British Columbia's first – and for many years only – university was UBC. In the post-Second World War era, rapid population growth led to sweeping changes in post-secondary education. The Baby Boom created increasing demand for a broad range of post-secondary educational opportunities, driving the expansion of university and college infrastructure and programming. In the 1960s, new universities opened in Burnaby and Victoria, and regional colleges were developed that bridged the gap between high schools and universities by offering two-year university transfer programs as well as continuing education. Langley is now home to two universities, one public and one private, illustrating the rapid development of the post-secondary educational network.

During its early years, the province struggled with the establishment of a proper university. The first proposal for a publically-funded university in B.C was made in 1887. By 1891, the economy was prospering and the idea of establishing an institution of higher education took hold among provincial officials. A disastrous downturn in the economy, and jealousy between Vancouver Island and the Mainland over its location scuttled these plans, and an alternative plan was devised whereby university education could be provided through affiliation with an established Canadian university. McGill University in Montreal agreed, and in 1906, a bill was passed by the provincial legislature to establish the McGill University College of British Columbia. In the spring of 1908 the *University Act* was passed, designating McGill as a caretaker until the successor institution could be formed. The outbreak of the First World War ultimately changed many plans. These temporary buildings served the university until 1925, when the move to the Point Grey campus finally occurred.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Today, there are eleven public universities and five private universities in British Columbia. Eight of these universities – Capilano University, Emily Carr University of Art and Design, Fairleigh Dickinson University, Kwantlen Polytechnic University, Trinity Western University, Simon Fraser University, the University Canada West and the University of British Columbia – are in the Metro Vancouver region. Simon Fraser University’s downtown Vancouver satellite campus opened at Harbour Centre in 1989, designed to meet the challenge of mid-career education in the emerging global, knowledge-based economy. UBC continues to grow through the development of an Okanagan campus, as well as other facilities such as a downtown learning centre in Robson Square. In addition to the expansion of post-secondary facilities, new educational opportunities are also being offered through online and distance education.

Langley is home to a campus of Kwantlen Polytechnic University, and to Trinity Western University, a private Christian liberal arts university. Kwantlen College was formed in 1981, by separation from Douglas College. There were more than 200 suggestions in a contest to name the new South Fraser region college. The winning entry “Kwantlen” was submitted by Stan McKinnon, from the name of the First Nation in whose traditional territory the university is located; Grand Chief Joe Gabriel gave permission for the college to use the Kwantlen name. Under changes to the *University Act*, Kwantlen became a University college on September 1, 2008. The Langley campus is home to the university’s School of Horticulture, as well as its music programs. KPU Langley also offers science programs, and has biology, chemistry, physics, and geology labs.

Trinity Western College was built on the site of the Seal-Kap Dairy farm, on the former Hudson's Bay Company farm, in Langley. Trinity Junior College was launched in 1962 with only 17 students, in the renovated farm buildings and some prefab dormitories donated by a construction company. In 1972 the name was changed to Trinity Western College to differentiate it from another Evangelical Free Church school, Trinity College at Deerfield, Illinois. In 1977, Trinity Western's charter from the provincial government was amended to provide a four-year degree program; and in 1979 it was amended again to confirm the authority of the school to grant baccalaureate degrees. In 1984, Trinity Western was granted membership in the Association of Universities and Colleges of Canada, the national conference that represents Canada's degree-granting institutions. In October 1985, the name was changed to Trinity Western University.

SUBTHEME 4.C: HEALTH CARE & SOCIAL SERVICES

This subtheme articulates the development and maturation of the medical, health care and social service systems that served the growing municipality. Health care includes activities and processes associated with the development and provision of medical services, while care facilities, often in an institutional setting, were provided by the government or philanthropic organizations. Social services were organized and delivered to promote community well being including care provisions for children, the elderly and the disadvantaged.

Component 4.C.1: Health Care

Component 4.C.2: Social Services

COMPONENT 4.C.1: HEALTH CARE



Dr. Benjamin Butler Marr, 1910 [Langley Centennial Museum Photo #0400]

SUMMARY

The provision of medical care in Langley's early days was informal, involving home remedies, amateur treatments, midwives, and visits to doctors in adjacent municipalities when required. It was not until 1910 that the first professional doctor, Benjamin Butler Marr, established a local practice; he was located in Fort Langley but covered the entire municipality by horse and buggy. As the population increased, other doctors began to arrive, and in the 1920s, a dentist. There was no official hospital, but a number of maternity hospitals appeared in local communities. In the postwar era, the medical system struggled to keep up with the demands of the Baby Boom, causing significant changes in the delivery of health care and a diversification of medical facilities. In 1947, construction began on Langley's first official hospital, Langley Memorial, which opened the following year. Today, the provision of medical care continues to expand and evolve to meet the needs of a growing population.

Benjamin Butler Marr was born on August 10, 1882. He graduated from Tuft's Medical School in Boston in 1907 and came to Vancouver. He set up his medical practice in 1910 and became Langley's first doctor. In 1913, he married Isabel Drew McIntosh (1895-1936). In 1914, Marr enlisted in the cavalry; he was transferred to the medical corps in Britain in 1916. While he was overseas, he arranged for Dr. Albert McBurney to take his place during his absence, and then resumed his practice upon his return. Marr moved to Murrayville in 1928, and set up his practice in Langley Prairie. After suffering a stroke, he sold his practice to Dr. Arthur Rose. Benjamin Marr died after a long illness on October 14, 1939. McBurney also remained in Langley, moving to Langley Prairie as its first resident physician. These first country doctors were well-respected in the community, and often did not charge clients who could not afford their services. During the Depression, McBurney consistently failed to bill for his services. The first resident dentist was Dr. Roy Llewelyn Douglas, who set up a practice in Langley Prairie in the 1920s, likely part-time as the area's population did not warrant a full-time practitioner.

Early medical facilities included some informal hospitals, maternity hospitals and rest homes. In 1912, just south of Yale Road on Livingstone Road (232nd Street), Frank Livingstone and his wife Eustatia Agnes, built a house designed to be both a home and a hospital, which they operated until 1931. Other facilities included: Mrs. Spears' Maternity Hospital (1921-1938); Mrs. Owen Berry's Maternity Hospital (1924-1948); Mrs. Dan Craig's Maternity Hospital (circa 1907-1922); Mrs. Trattle's Maternity Hospital (1919-1924); Mrs. Ellen Monahan's Nursing Home (1920-1935); and Mrs. Edith Nelles Nursing Home (1940-circa 1942).



Langley Memorial Hospital, 1951.
[B.C. Ministry of the Provincial Secretary and Travel Industry. BCA I-21267]

The movement to establish a local public hospital began in 1942, at a time when the nearest large hospital, Royal Columbian Hospital in New Westminster – with its facilities stretched to the

absolute limit – threatened to refuse admission to residents from the growing suburban communities. A small local committee was formed to promote a local hospital, and began fundraising. In the post-Second World War era, the population of suburban communities like Langley were exploding, and the medical system struggled to keep up with the demands of returning veterans and the Baby Boom. This pressure, and the pent-up demand for domestic infrastructure, caused changes in the delivery of health care and a diversification of medical facilities, and a wave of hospital expansion ensued. Throughout the Fraser Valley, other community groups advocated for new medical facilities, but the province required each community to contribute at least one-third of the cost of construction. In 1948, the White Rock Hospital Society formed to fundraise and advocate for government support for creation of a hospital (Peace Arch Hospital) for White Rock and South Surrey, while residents of North Surrey and Cloverdale advocated for a hospital in the northern part of the district. In 1946, the Langley Memorial Hospital Society received the overwhelming endorsement of voters, who approved a by-law that provided \$120,000 for a public hospital. The following year, a block of seventeen acres of land was purchased from Dr. Rose for \$5,000, and the firm of Gardiner & Thornton Architects was hired to design the cottage hospital with 35 beds. Langley Memorial Hospital opened on July 14, 1948. Ambulance service was provided by the use of private "taxi" service until comparatively recently. From these beginnings, Langley Memorial Hospital has grown to become a major regional hospital, and is now part of Fraser Health.

COMPONENT 4.C.2: SOCIAL SERVICES



Eye Testing Langley Junior Senior High School, 1960. [BCA I-23759]

SUMMARY

In the municipality's early years, when society provided few formal social services, care facilities were initiated with good intentions of addressing social issues. Much-needed support was arranged for the poor, disadvantaged, orphaned, abandoned and elderly by public, private, faith-based providers and fraternal societies. In the postwar era, Canada developed a strong 'safety net' of social services, a primary component of which is universal healthcare, adopted in the 1960s. Over time, a network of community-based social welfare services has been developed, supported by regional health authorities, social service agencies and private sector providers.

SUBTHEME 4.D: SPORTS & RECREATION



Fort Langley boys softball team; the team is composed of 14 members, and they are at a baseball diamond. Chief Joe Gabriel is on the left of the front row, 1950s. [Langley Advance Photograph Collection, Langley Centennial Museum Photo #2010.001.1050]

SUMMARY

People have engaged in a wide variety of sports in Langley over time. This subtheme articulates the activities associated with the development of amateur and professional sports, spectator events and recreational activities enjoyed by all ages and genders in Langley. The relatively mild climate and many expanses of open ground facilitated a wide variety of private and public sports and recreational opportunities. Field sports were very popular, and competitive and recreational team sports such as soccer, basketball, baseball and equestrian events have an extensive history. Public health policies led to the construction of school gymnasiums, and gymnastic programs promoted physical activity. In the post-Second World War era there was a proliferation of different types of sports and recreation, such as motorsports at the Langley Speedway, and the construction of the first public recreation centres, pools and ice arenas. Today, the residents of Langley enjoy numerous opportunities to watch, engage with and participate in a diverse variety of sports and recreation activities.

Amateur and competitive sports have been a key part of community life throughout Langley's history. There have been many public initiatives to create public playing fields over the years; baseball and soccer were the most prevalent sports during the 20th century, until the first recreation centres and ice arenas were built. Currently, there are several ice-rinks, including the George Preston Centre in Brookwood, the Sportsplex in Walnut Grove, and the Aldergrove arena. Public swimming pools are located at the Walnut Grove Community Centre, the W.C. Blair Recreation Centre in Murrayville, the Fort Langley Outdoor Pool and the Aldergrove Outdoor Pool. The Al Anderson Memorial Pool is also nearby in Langley City.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK



Soccer Team, Fort Langley, circa 1900.
[BCA C-09089]



Tug-of-War Team, Fort Langley, July 1, 1905.
[BCA C-07978]



Girls Basketball team with P.Y. Porter, 1926; Back row left to right: M. Dent, May Hogben, Grace McDonald, and Porter. Front row left to right: Isobel Miller, Hilda Jude, and May Logan. [Langley Centennial Museum Photo #1081]



Langley Legion Baseball Team, 1946. Front row left to right: Ted Smaback, Clayton Winje, Len Armstrong, Ronny Brennan, Johnny Johns, Bruce McAnich, and Milton (Bob) Brown. Back row left to right: Angelo Gentil (coach), Stu McAnich, Buster Fillardeau, Ralph Kelly, Jim Houston, Bill Clark, Roy Armstrong, and Bob Wilson (coach). [Langley Centennial Museum Photo #1136]

Sports & Recreation

Sports days were staged by both public and private schools so that the students could take part in competitive sporting activities, with the aim of winning prizes. Games that were played sports days usually included sprints and longer races for all age groups as well as egg and spoon races, three-legged races, sack races, wheelbarrow races, and parent and child races.

Residents concerned about the physical health of the community established the Langley Amateur Athletic Association in 1922. The Association acquired a large piece of farmland at the eastern edge of Langley prairie, and opened its Athletic Grounds on September 4 of that year; American-style baseball was one of the most popular pastimes. An Athletic Hall was completed in 1924, a focal point in the community at a time when schools did not have their own gymnasiums. Tennis courts were also added, promoting another popular sport. Another example of community public sports and recreational programming was 'Pro-Rec', short for Provincial Recreation, offered through the Physical Education Branch of the BC Department of Education. The community-oriented scheme was established in November 1934, and offered volunteer-run games and recreation classes for those unemployed aged 15 and over. The program proved so popular, that the Pro-Rec program was eventually made available to everyone in 1936. It started with the economic depression of the 1930s. The authorities were burdened with providing what relief they could to thousands of unemployed people, while maintaining order in the midst of widespread hardship. Earlier solutions for unemployment, such as the labour camps, were criticized and eventually discarded in favour of 'more constructive and less punitive' solutions like the Pro-Rec program. Recreation and sport were seen as an antidote to economic woes. The Pro-Rec program offered free classes and sports to its members including: exercise and fitness classes, bowling, basketball, volleyball, boxing, wrestling, gymnastics, and dancing. Pro-Rec also sponsored swimming galas, organized mass gymnastic displays, and social activities like hiking, picnics and youth hostelling, as well as a mass 'Pro-Rec' demonstration held at Brockton Oval in 1940. In Langley, local Pro-Rec activities were undertaken, such as those offered through the Coghlan Women's Institute, which provided Pro-Rec equipment for teenagers.



Langley Central School, physical education class, 1960. [BCA I-23669]

Equestrian Sports

As a rural community, horse-related activities such as horse-racing and riding have always been extremely popular in Langley. In addition to recreational riding, there have been public events such as a Gala Sports Carnival that was held at the Athletic Park in 1950. Today, in addition to many private stables, the Campbell Valley Equestrian Society maintains the riding ring, cross-country jumps and the corrals at the park under an agreement with Metro Vancouver Parks.



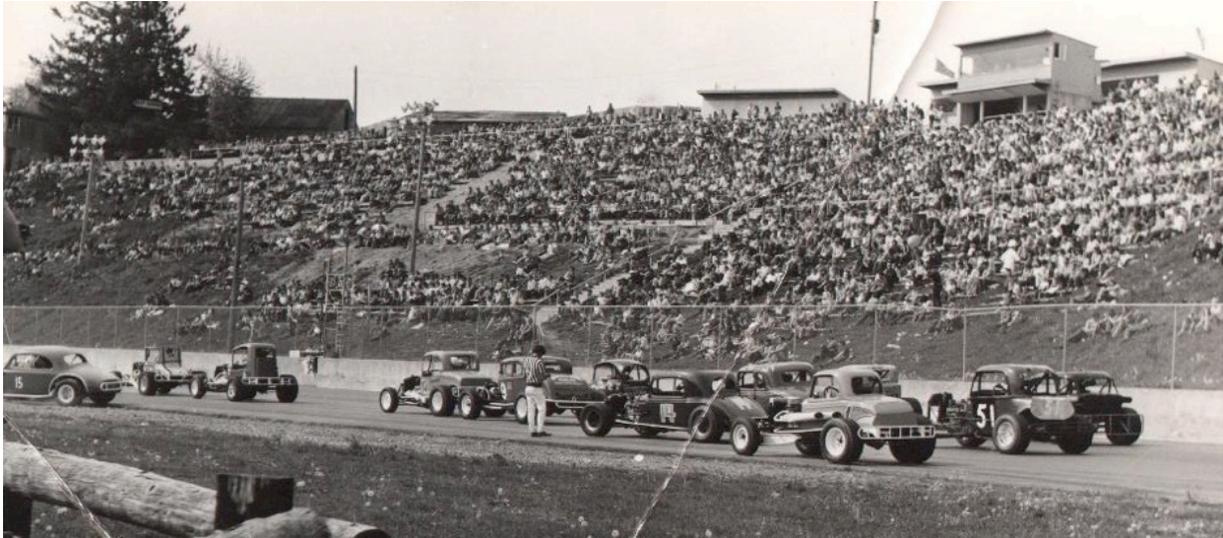
George Ripley, instrumental in starting a riding club in the early 20th century. [Langley Centennial Museum Photo #000576]

Curling

The Langley Curling Centre was created in 1973, with about 100 members. It has experienced continuous growth since its inception and attracts a wide variety of individuals from Langley and the surrounding communities, making the Langley Curling Centre one of the largest in British Columbia. The Centre has hosted many significant competitive curling events, including the 2007 Men's Provincial Championship and the 2012 Continental Cup of Curling and recently the Provincial Masters Championship.

Motorsports

Langley Speedway was a 1/4-mile paved oval track used for stock car racing. It was founded by Craig Frazier – a Surrey Pharmacist turned motorsports enthusiast – in 1963, but the “official” opening was in 1965. In the past, the paved racing oval was host to local and NASCAR racing events. The track hosted numerous classes of racing during its operational existence, including several visits from the NASCAR Winston West series in the 1970s. Eventually, in 1984, after its operations were taken over by the Lower Mainland Oval Racing Association, the track was closed. Today, it is part of Campbell Valley Regional Park. The Langley Speedway Historical Society has lobbied governments in the area to preserve the facility, holding clean-up events at and around the track. In 2006, the GVRD Parks Committee voted unanimously to support heritage listing of the speedway.



SUBTHEME 4.E: COMMUNITY ASSOCIATIONS

This subtheme addresses the social and cultural organizations that have served many different interests, adding to the richness of community life across the municipality. This included a diverse range of cultural groups, youth organizations, women’s groups, fraternal and benevolent societies, and service clubs that banded together to promote common goals and provide support services, mutual benefits, educational opportunities and charitable works; some were formed to assist their members during adverse times but also assisted in community fundraising and the delivery of social welfare services. Throughout Langley, hall associations were formed that built community halls that provided a strong focus for local social activities. Many of these community associations remain strong today, and along with many new organizations are foundational to Langley’s community life.



Annual Convention of the Native Sons of B.C., Fort Langley, October 1932. [BCA B-02284]

Native Sons of British Columbia

Victoria Post No. 1 of the Native Sons of British Columbia – a fraternal organization dedicated to the preservation of BC history and the perpetuation of pioneer values – was formed in 1899. Membership was open to any British Columbia-born male over eighteen years of age; a grand post was organized in 1901 to coordinate the organization’s activities and to expand its network of subordinate posts. When the organization absorbed the British Columbia Pioneer Society in 1910, “pioneers” became eligible for associate membership. Local posts were subsequently organized in many areas including Langley Prairie. In 1931, the Post formed a British Columbia Diamond Jubilee Celebration Committee to coordinate celebration activities. Membership dwindled over time and the organization folded in the early 1990s.

Native Daughters of British Columbia

The Native Daughters of British Columbia Post No. 1 was founded in Vancouver in 1919. Its objectives, like that of the Native Sons of British Columbia, were to pay tribute to the history and pioneers of British Columbia, and to engage in patriotic and charitable activities that would promote British Columbia, Canada, and the Empire. The Post held tag days and organized dances, teas, and other social events to raise funds for philanthropy. Unlike the Native Sons, this organization remains active today.

Women’s Institute

The Women’s Institute (WI) grew out of the rural community, and its concerns were generally related to education (provision of bursaries etc.), health (and hospitals), aspects of agriculture, the handing down of traditional crafts, and over the years offered support to women in entrepreneurial ventures. The local groups offered comradeship and provided a community network for women living in rural situations. The WI was part of a worldwide organization (ACWW), existing in approximately 70 countries around the world. Women’s Institutes started in B.C. in 1909 through the efforts of Laura Rose. The first Women’s Institute in Douglas District was formed in 1910, called Langley Fort. Under the Agricultural Act of 1911, the Institutes were legally recognized. Langley was part of the Douglas District of the WI, and a number of local branches were established:

- Beaver: 1926-1981.
- Coghlan: 1921-1997.
- Fort Langley: 1910-1978; reformed in 1996-1998.
- Langley Prairie: 1921-1991.
- Langley-Willoughby: 1991- 1998; changed to Langley-Willoughby Women’s Community Institute in 1998.
- Otter: 1921.
- Patricia: 1922.
- Port Kells: 1938-1962.

The groups that comprised the Douglas District communicated through joint meetings, and the planning and sharing of special speakers. The Langley Prairie group started woodworking classes in the schools during the 1940s in an effort to include the teaching of trade skills within the school system. The WI also had a role in the development of the Fort Langley Community Hall. In 1924, the Fort Langley Community Improvement Society was formed by the Fort Langley Women’s Institute under President Mrs. Hector Morrison. The Society’s first project was to replace the insufficient town hall. The society worked hard to raise the \$137.13 to buy the property from the Municipality; this was the amount owed in back taxes. By 1931 the building had been completed. Although other groups in the Douglas District folded over the years, the Langley-Willoughby Women’s Community Institute remains active.

Community Halls

Hall societies have been an important part of the history and growth of each of Langley’s neighbourhoods. Local halls were built through community fundraising efforts and donations of land, materials, and labour, and act as gathering places and community hubs for all ages. Today Langley is home to fifteen community halls, each owned and run by a hall society. Langley’s halls continue to make strong social contributions to their neighbourhoods and to the larger community, hosting banquets, weddings, and special events and supporting the work of churches,

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

small business, other nonprofits, and government. These halls are integral to community life in modern Langley, and many have been recognized or legally protected for their heritage value.

- Coghlan Community Hall
- Fernridge Community Hall
- Fort Langley Community Hall
- Harmsworth Hall (the former Springridge School)
- Milner Church & Hall
- Murrayville Community Hall
- St. Alban's Church & Hall
- Willoughby Community Hall
- Langley Playhouse (previously Brookwood Community Hall)

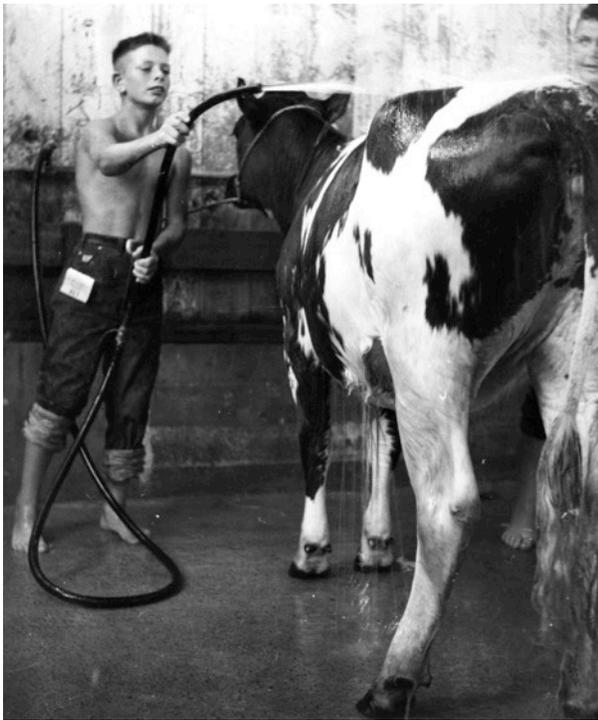
There are other historic halls have also been adapted for other uses, and many church halls that provide space for community purposes. As places of community gathering, these halls have great public significance and continue to serve their historic purposes.

YOUTH ORGANIZATIONS

The Scout Movement

Scouting was established to support young people in their physical, mental and spiritual development, with a strong focus on the outdoors and survival skills. During the first half of the 20th century, the movement grew to encompass three major age groups for boys (Cub Scout, Boy Scout, Rover Scout) and, in 1910, a new organization, Girl Guides, was created for girls (Brownie Guide, Girl Guide and Girl Scout, Ranger Guide). In July 1906, Ernest Thompson Seton sent British Army Major-General Robert Baden-Powell (1857-1941) a copy of his 1902 book *The Birchbark Roll of the Woodcraft Indians*. Seton, a British-born Canadian-American living in the United States, met Baden-Powell in October 1906, and they shared ideas about youth training programs. In 1907 Baden-Powell wrote a draft called *Boy Patrols*, and that summer, to test his ideas, he gathered twenty-one boys of mixed social backgrounds from boy's schools in the London area, and held a week-long camp in August on Brownsea Island in Poole Harbour, Dorset, England. His organizational method, now known as the Patrol System and a key part of Scouting training, allowed the boys to organize themselves into small groups with an elected patrol leader. This camp and the publication of *Scouting for Boys* in 1908 are generally regarded as the start of the Scout movement, a programme of informal education with an emphasis on practical outdoor activities, including camping, woodcraft, aquatics, hiking, backpacking, and sports. Another widely recognized movement characteristic is the Scout uniform, hiding differences of social standing, with neckerchief and campaign hat or comparable headwear. Distinctive uniform insignia include the fleur-de-lis and the trefoil, as well as badges and other patches. There is evidence that a few informal Scouting groups started up in Canada in 1907. A Baden-Powell Troop was active in Vancouver by 1909, and practiced lamp signals and first aid drills in Stanley Park. The Canadian General Council of the Boy Scout Association was incorporated by an act of the Canadian Parliament on June 12, 1914. Scouting continued to grow in popularity, and today the two largest umbrella organizations are the World Organization of the Scout Movement (WOSM), for boys-only and co-educational organizations, and the World Association of Girl Guides and Girl Scouts (WAGGGS), primarily for girls-only organizations but also accepting co-educational organizations. Boy Scout and Girl Guide organizations began to show up in Langley between the two world wars, and the scout movement remains very strong today.

AGRICULTURAL ORGANIZATIONS



Left: John Gentry, 12, Langley Ayrshire 4-H Calf Club washing his calf, at the P.N.E., 1956. [Dan Scott, photographer. CVA 180-5411]; Right: Johnny Farquhar of Murrayville, B.C., Otter 4-H Club, asleep with his calf, at the P.N.E., 1956. [Dan Scott, photographer. CVA 180-5423]

4-H is a global network of youth organizations whose name is a reference to the occurrence of the initial letter H four times in the organization's original motto 'head, heart, hands, and health.' The focal point of 4-H has been the idea of practical and hands-on learning, which came from the desire to make public school education more connected to rural life.

The foundations of 4-H are rooted in American agriculture initiatives and fairs of the late 19th century. One of the first agricultural youth clubs was founded in 1902 in Clark County, Ohio, called "The Tomato Club" or the "Corn Growing Club." Other local agricultural after-school clubs and fairs were also started in 1902; a clover pin with an H on each leaf was developed in 1910, and by 1912 they were being called 4-H clubs. Although different activities were emphasized for boys and girls, 4-H was one of the first youth organizations to give equal attention to both genders.

The movement was founded in British Columbia in 1914. During the first year, over 200 young people between the ages of 10 and 18 were involved in competitions sponsored by the Department of Agriculture. Originally the program focused on potatoes as a project, but was expanded later that year to include poultry in order to interest more youth and to widen the influence of progressive farming practices on the BC farming community. The clubs were originally known as Boys and Girls clubs until they were renamed 4-H clubs in 1952 to more clearly represent the four H's - head, heart, hands and health. Swine, beef, dairy, corn, potato and poultry projects were popular in the early years, with the Department of Agriculture being instrumental in providing project training, instruction in judging and, support. In the 1950s and 60s, more effort was placed on recruiting and training volunteer leaders to assist with the clubs. While project training continued to be an important part of the program, the development of the individual 4-H member was given greater emphasis with a focus on public speaking, judging, citizenship and self development. In Langley, clubs for four types of cattle: Ayrshire, Guernseys, Jersey and Holstein were established by the 1950s. Provincial Club Week began in the 1960s, as did member travel to national 4-H programs in Canada and the United States. In 1965, the Provincial Advisory Council (now called the 4-H British Columbia

Provincial Council) had its first meeting. Today the Council, comprised of volunteer representatives from each of the eight 4-H regions across the British Columbia and the Yukon, continues to be the policy making body for the 4-H British Columbia organization. Today, almost 3,000 young people between the ages of 6 and 21, together with thousands of volunteer leaders, families, alumni and sponsors, make up the 4-H Program in British Columbia.



Left: B.C. Ayrshire Breeders Inter Club Trophy, Mr. Bill McFaul presenting trophy to Mr. Tom McBlain, Leader of Langley Ayrshire Club. Left to right: David Cumming, Louise Olbrich, Marianne Gentry and Mary McBlain, at the P.N.E., 1955. [Commercial Illustrators. CVA 180-5374]. Right: Langley Beef Club members with Hereford cattle, at the P.N.E., 1956. [CVA 180-2964]

SERVICE CLUBS

A service club is defined primarily by its service mission, but may also offer membership benefits, such as social occasions and networking. Members meet to perform charitable works either by direct hands-on efforts or by raising money for other organizations. Throughout the municipality, many service clubs have been established, including: the Langley Kinsmen Club (founded in 1945); the Langley Rotary Club (founded in 1959) and its offshoot the Langley Central Rotary Club; the International Order of Odd Fellows Progress Lodge No. 81 (founded in 1960); and a number of other service clubs such as the Kiwanis and the Lions.

SECRET AND BENEVOLENT ASSOCIATIONS

Masons

The Eureka Lodge No. 103, A.F. & A.M., was established in Langley Prairie in 1922; teacher Jack Shales, grocer P.Y. Porter and mechanic Alf Penzer were the founding members. A lodge was built on Yale Road in 1924. As Lodge membership was restricted to men, The Ancient Light Lodge was founded in 1929 for their wives, which became the Order of the Eastern Star in 1931. Five lodges now meet out of this single location. A new Lodge, Langley Lodge 184, was instituted on February 16, 1978 with 63 founding members and became known as Langley Lodge U.D. using the Emulation Ritual. The Lodge was constituted on August 18, 1979 in the Masonic Hall in New Westminster by the Grand Lodge of B.C.; 317 Brethren signed the porch book and 269 remained for the banquet.

Knights of Columbus

The Knights of Columbus are a fraternal organization of Catholic men, which was founded in Connecticut in 1882 to render assistance to needy members and their families, and conduct charitable and educational work. The Fraser Valley Council of the Knights of Columbus, District No. 22 was founded in Langley in 1924; the first Grand Knight was Dr. J.G. Jervis, Langley's first veterinarian. Membership declined as the economy faltered during the two world wars, but rebounded over time; small clubs were also created in other Fraser Valley parishes. Throughout its life, the Council has supported needy parishioners as well as charitable causes such as fundraising for Langley Memorial Hospital and other community initiatives.

SUBTHEME 4.F: EXHIBITIONS, FAIRS & CULTURAL FESTIVALS



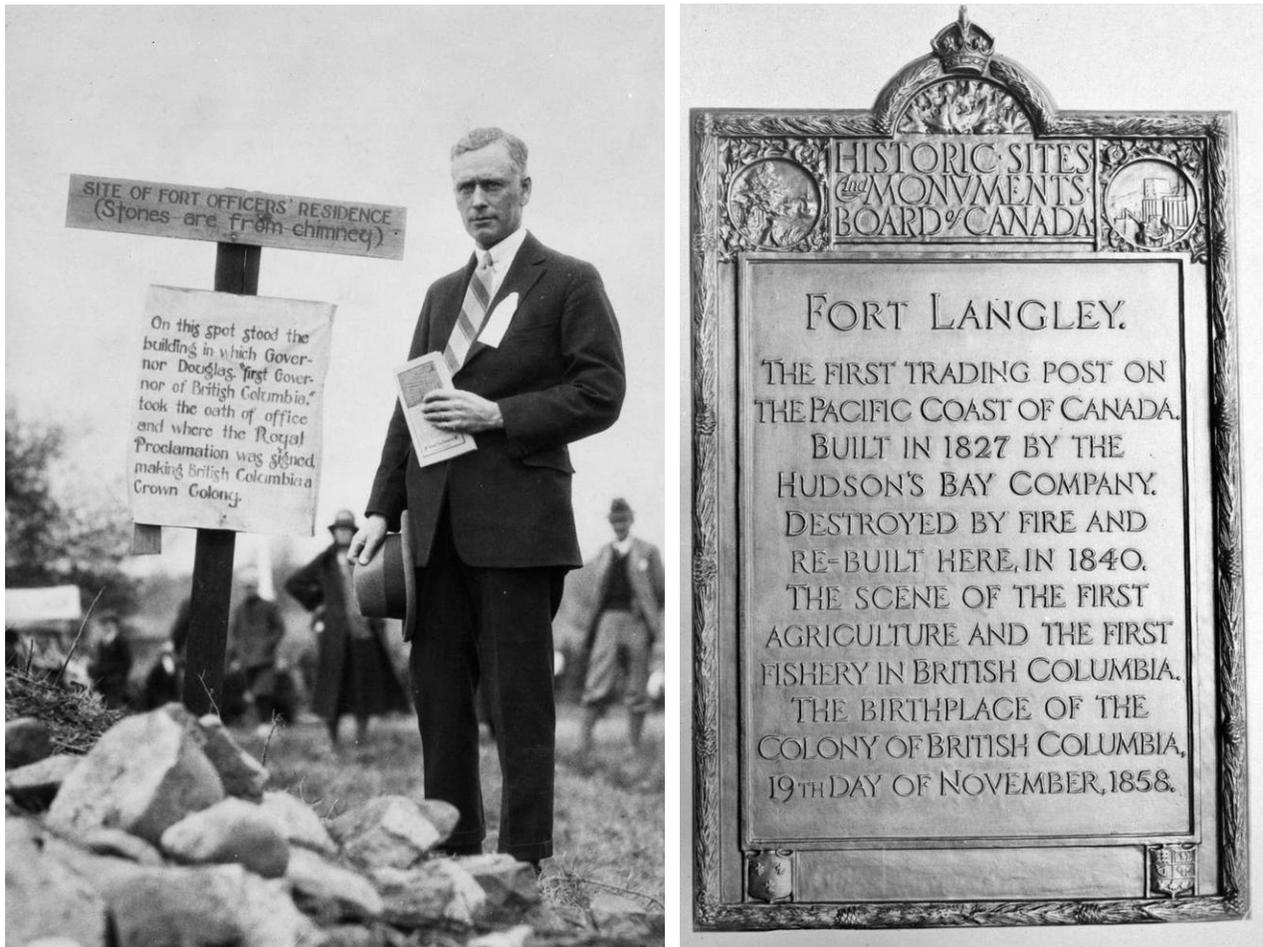
A harvest display of Langley food products at the annual Provincial Exhibition, Queen's Park, New Westminster, 1906. [Philip Timms, photographer. VPL #6947]

SUMMARY

This theme addresses the exhibitions, fairs and festivals that provided opportunities for community gathering, celebration and amusement that remain an intrinsic part of Langley's social life and cultural identity. Festivals, parades and events celebrate Langley's diverse cultural heritage, and Langley's citizens have participated enthusiastically in countless public events, including the annual May Day parade – a tradition for almost a century – and the Cranberry Festival. These events have also included annual festivals such as agricultural fairs – the Aldergrove Fair has been running since 1912 – and attendance at regional fairs such as the New Westminster Provincial Exhibition, the Vancouver Exhibition and its successor, the Pacific National Exhibition. For many years, Langley has celebrated Douglas Day at Fort Langley to both recognize the establishment of the colony of British Columbia and its first governor, James Douglas, and to honour its pioneers and those who came before.

The Aldergrove Agricultural Association was first formed in 1912 and held their first fair that fall. The purposes of the association are to promote agriculture in this area; to promote the fall fair; to promote and encourage the exchange of information with other agricultural associations; and to promote and encourage gardening of produce and floral landscaping. The Aldergrove Agricultural Hall was built in 1923 by the members and was used for the fall fair display until 1961. The property was sold that year and the society held flower shows in the United Church hall and the fall fair at the high school gym from 1961 to 1964. In 1965, the fair was moved to the Elk's Hall and in 1982 moved to the spacious Aldergrove arena. Parkland, now known as Aldergrove Park, was developed by the association in 1948 and maintained by the association until 1964. In 1961 the association turned over to the Township of Langley a portion of the park for a community swimming pool, and in 1964 the remainder of the park was also deeded to the municipality.

SUBTHEME 4.G: SOCIAL MOVEMENTS



Top Left: Fort Langley centennial celebration, 1925. [BCA A-04327] Top Right: Fort Langley Monument, 1924. [CVA Mon P11]

SUMMARY

Langley has always demonstrated a deep connection to its resource rich environment, and a commitment to social and community responsibility. Local First Nations have instilled a sense of respect and responsibility, manifested in an early and profound understanding of conservation and stewardship of the environment that has continued to the present day. In recent decades, there has been growing concern for the health and sustainability of the natural environment, and a strong group of conservationists have fought for and defended Langley's land and waters. A parallel concern for the conservation of heritage resources has also grown over time, starting with the declaration of Fort Langley as one of Canada's first National Historic Sites in 1923. There was a turning point in the 1970s, with the establishment of environmental organizations and partnerships, the development of a municipal heritage program and the founding of the Langley Heritage Society. Today, the environmental, heritage and social movements in Langley remain strong, creating a solid base for future generations.

THEME 5: ARTS

Langley is a place of many cultures, and the combination of indigenous and imported, old and new, classic and modern artistic expressions has resulted in a unique cultural environment. This subtheme examines the development of Langley's artistic milieu from First Nations' formative culture to a dominant British Colonial expression, and ultimately to a more pluralistic representation of Langley's cultural diversity. As Langley developed, creative expression included high art forms as well as cultural traditions, beliefs, knowledge bases, language, and artistic expressions in multiple forms, representative of a diverse coastal culture. The municipality's architectural expression represented many aspects of style, taste, and technology, and developed rapidly from simple frontier forms to refined, historically-inspired structures and from there to progressive modernism. As the municipality grew and matured, the response to the creative arts and popular entertainment expanded based on talent, cultural traditions and technology, and continues to evolve as a culturally-inclusive artistic expression that recognizes the wide diversity of the municipality's population.

Subtheme 5.A: Coast Salish Artistic Expression

Subtheme 5.B: Architecture & Design

Subtheme 5.C: Visual Arts

Subtheme 5.D: Theatre

Subtheme 5.E: Music

Subtheme 5.F: Dance

Subtheme 5.G: Literature

Subtheme 5.H Cinema

Subtheme 5.I: Community Collections

Subtheme 5.J: Media

SUBTHEME 5.A: COAST SALISH ARTISTIC EXPRESSION



Cedar Basket [Heather Gludo, courtesy Kwantlen First Nation]

SUMMARY

The Coast Salish provided the formative culture on the site where Langley now stands, including rich forms of artistic expression that reflect the land and its history. Coast Salish art was, and continues to be, highly unique and refined, with an aesthetic sense of minimalism. Production of Coast Salish art was divided by gender, with men producing house posts, mortuary poles, and ritual

objects, and women making woven capes, blankets, robes, and coil baskets with intricate geometric designs, some of which were also used in traditional rituals. By the 1960s, Northwest Coast art was beginning to gain worldwide recognition, which encouraged a renewed interest in traditional skills and resulted in the production of dynamic new artworks. The presence and work of First Nations artists is a strong testament to the dynamic and enduring connection Langley has with its first inhabitants, and the outstanding artistic expression of Coast Salish People has become internationally renowned.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Coast Salish art differs significantly from other artistic traditions of Northwest Coast First Nations, in part due to their distinct social organization. The development of ceremonial, utilitarian, and personal art is thought to have occurred following the stabilization of the coastal environment and the subsequent increased abundance of floral and faunal resources. This abundance permitted a shift from a primarily nomadic lifestyle to a more sedentary one, involving seasonal rounds for the collection of resources and the amalgamation of groups into villages during winter months. The archaeological record affords some tangible information regarding the nature of Coast Salish art prior to contact with Europeans; however environmental conditions restrict the types of materials that have been preserved. Plant fibres and wood deteriorate in the wet coastal environment, limiting knowledge of the design and nature of early art created using these mediums. Stone and bone are less susceptible to decay and provide the primary means for gaining insight into Coast Salish art prior to contact. Many early pieces of art took the form of anthropomorphic and zoomorphic images, such as sitting stone figures dating to the Marpole cultural phase. Other sites have produced cedar bent boxes and basketry fragments.

The arrival of European explorers in the 18th century provided an opportunity to grasp the full breadth of the Northwest Coast artistic tradition. The explorers' collection of objects at the time of first contact now provides valuable insight and understanding of Coast Salish art. These pieces were acquired and taken overseas as the basis of a number of museum collections. As interactions between Coast Salish and Europeans continued into the 19th century, art evolved into the classic style that is more evident today.

Other forms of tangible evidence of Coast Salish artistic expression include carved house posts, often situated throughout the interior of the longhouse, depicting ancestors and/or guardian spirits. Many of the ritual objects, such as rattles and masks, were used during the winter months when family groups would assemble in large villages and carry out potlatches. At this time, feasts would occur, spirit songs would be sung and ceremonial spirit dances danced. Such songs and dances would have their own associated clothing, regalia, and actions that would distinguish one from another.

The artistic expression of Coast Salish women was often represented through the making of woven capes, blankets, robes, and coil baskets with intricate geometric designs, some of which were also used in rituals. These objects were typically executed using plant and/or animal fibre. Robes made from mountain-goat wool, and later sheep's wool, were a laborious undertaking and were highly treasured from generation to generation. Textiles were initially white in colour with simple decorative patterns. However, as the 19th century progressed, the design and colour of textiles evolved to more complex patterns and bolder colours. A unique aspect of textile production were the tools (loom, spindle whorl, combs) used, which were often elaborately decorated. Adept weavers, the Coast Salish were also excellent basket makers, producing coil baskets with intricate geometric designs. Overall, Coast Salish art refined with an aesthetic sense of minimalism was, and continues to be highly unique. Pieces were created for specific use, and were garnered in secrecy to maintain their spiritual strength, making their meaning mysterious to the outside world. Although the influence of the non-indigenous world increased throughout the late 19th and 20th centuries, the Coast Salish art tradition continued to persist.

The 1960s and 1970s was a period of renaissance for Northwest Coast art. Previously, tourism to the coast had been a significant driver in the production of art, with Coast Salish recognized, and sought out, especially for their baskets. However, through epidemics, loss of traditional lands and subsistence practices, and governmental ban of ceremonial activities, aspects of Northwest Coast art had severely suffered, a condition that persisted into the mid-20th century. Nevertheless, museums, sourcing prices for their collections, and totem restoration projects aided in maintaining skills and traditions during this time. In recent decades, social activism encouraged self-government and cultural pride, which in turn has resulted in a tremendous surge of interest in First Nations culture and stories.

Today, Coast Salish art is evident in many forms throughout Langley, executed using both old and new mediums. The presence and work of these new artists is a strong testament to the dynamic and enduring connection Langley has with its first inhabitants. Today, the outstanding artistic expression of Coast Salish People has become internationally renowned.

SUBTHEME 5.B: ARCHITECTURE & DESIGN

This subtheme focuses on the development of Langley's built environment, which represents a rapid and dramatic evolution of architecture, construction, form, style and use of materials from Coast Salish construction to rudimentary frontier settlement, to elaborate late Victorian architecture, an embrace of the Arts and Crafts and Neoclassical movements, renewed interest in Period Revival styles and the emergence of postwar contemporary design. Langley has matured into a modern municipality, at the same time retaining examples of many different building typologies from all eras of its development history.

Component 5.B.1: Coast Salish Architecture

Component 5.B.2: Architecture

COMPONENT 5.B.1: COAST SALISH ARCHITECTURE



Illustration by James Madison Alden of Kwantlen Village at McMillan Island, 1858. [Department of State; Records of Boundary and Claims Commissions and Arbitrations, ARC Identifier 305495 / Local Identifier 76-E221-ALDEN6]

SUMMARY

The Coast Salish produced a truly remarkable traditional architecture; they were called ‘the greatest natural carpenters in North America.’ Their longhouses were distinctive in form, and also size. Built of old growth cedar posts and planks, these massive structures housed extended families, with the interior divided into individual family living spaces separated by partitions. The arrival of the Europeans, and the systemization of the reserves, changed this traditional way of building forever.

Most of the Coast Salish groups occupied permanent villages in winter and lived in either fixed or portable dwellings in the summer. Winter villages consisted of multiple longhouses or bighouses, which were comprised of permanent timber frames, which remained in place year round, with split cedar planks forming the walls, and shed or flat roofs. The longhouses of the Coastal communities were built of massive posts, beams and planks taken from the cedar trees that grow in the temperate rain forest, employed a sophisticated and impressive traditional building technology, while serving highly developed religious and social patterns of living. During the summer, the wall and roof planks would be lashed between canoes and re-erected on house-frames set up at summer camps. Carved house posts could be decorated with anthropomorphic or zoomorphic figures that depicted ancestors and/or guardian spirits. Major J.S. Matthews described these dwellings as ‘built with cedar slabs, split with stone hammers and stone chisels by the greatest natural carpenters in North America.’

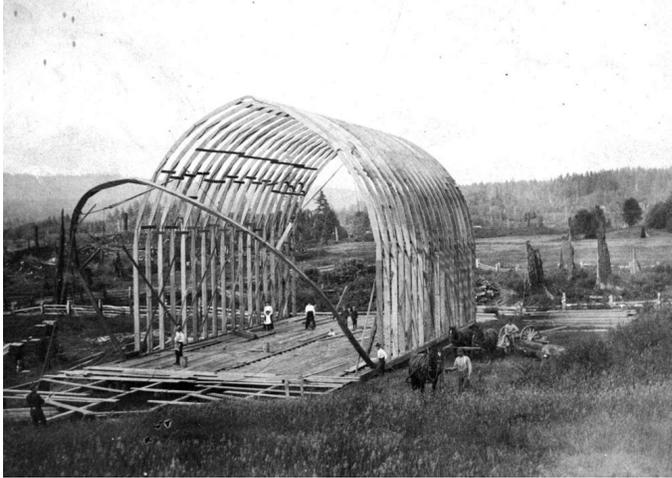
OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Villages typically consisted of multiple longhouses situated on sheltered beaches or near major waterways. The structures were built facing the water and consisted of either a single house or many houses. Both Captain Vancouver and explorer Simon Fraser gave further testimony of the longhouses. Captain George Vancouver observed the ‘skeletons of houses,’ at first believing that they were abandoned villages, but then recognized their role in the annual seasonal migration. In 1808, explorer Simon Fraser recorded the image of a Kwantlen village, “Their houses are built of cedar planks and in shape, similar to the one already described, the whole range, which is six hundred and forty feet long by sixty broad, is under one roof, the front is eighteen feet high and the covering is slanting: all the apartments which are separated by partitions are square, except the Chief's, which is ninety feet long. In this room the posts or pillars are nearly three feet in diameter at the base and diminish gradually to the top. In one of these posts is an oval opening answering the purpose of the door through which one man may crawl in or out. Above, on the outside, are carved human figures as large as life, with other figures in imitation of beasts and birds.”

Coast Salish people continued this settlement pattern into the 20th century; however, by the 1920s they were being forced to live in single-family dwellings, often re-located from their ancestral lands, and forced to give up their language and traditional subsistence economies. The prescribed displacement of First Nations to reserves restricted the ability to build longhouses, and by the 1930s the majority of structures built on reserves were Department of Indian Affairs (DIA) modular houses, which were not representative of Coast Salish traditional house design or use of space, and further underlined the government’s policies for First Nations assimilation. The modular, pre-fabricated DIA houses located on government reserves had a devastating impact that separated extended families, and fractured the social and cultural traditions of Coast Salish peoples. Over the last two decades there has been a movement by First Nations people to reclaim traditional building technology merged with contemporary building materials. Recent times have also witnessed a shift to self-determined residential architecture. Houses, both on and off-reserves, reflect the personal preferences of the owners.



COMPONENT 5.B.2: ARCHITECTURE



Davidson barn raising, 1905. [BCA C-09101]

SUMMARY

The early buildings of Langley were utilitarian, shaped by their functional requirements. Frontier buildings used the most widely available material (wood) and the simplest structural systems to create space that was protected from the weather. The earliest Hudson's Bay Company buildings utilized Post-on-Sill (or Pièce-sur-Pièce) construction, which was typical of the HBC fort buildings throughout the Canadian West. As Langley's communities evolved, those who prospered wanted to boast about their wealth

and status by erecting more refined homes and commercial buildings. The introduction of new technology, the influence of pattern books and the ability to import manufactured materials allowed the construction of more ornate buildings that epitomized the social order of the British Empire as the 19th century drew to a close. A radical change in attitude accompanied the start of the 20th century, ushered in by an economic boom of unprecedented proportions. The styles of the Victorian era were swept away by a new taste for classicism and the Arts and Crafts movement. After the end of the First World War, the attraction to historical tradition continued for several decades, until other powerful forces knocked it off course. During the postwar era, there was a widespread acceptance of modern architecture, which was easy to build, inexpensive, economical of scarce materials and expressive of new technology; it providing the means to re-conceive communities in response to contemporary social, political and economic realities. Over time, modern architecture was re-invented in a variety of forms that continue to evolve in a contextual manner.

The first structures erected by the Europeans relied heavily on traditional architectural models, adapted to a frontier situation. Wood was the most plentiful and easily worked material, so the first buildings were all constructed of hand-hewn logs. There are no visible remains of the first and second Hudson's Bay Company Forts; the HBC Storehouse at Fort Langley National Historic Site, built circa 1840, is the only surviving original structure from the third Fort Langley, and is therefore the oldest surviving building dating from the time of the first European settlement. It is an example of *Post-on-Sill (or Pièce-sur-Pièce)* construction, in which short lengths of hand-hewn logs were placed between notched upright posts; this was typical of the HBC fort buildings throughout the Canadian West.



Fort Langley Storehouse. [BCA C-09105]



John Matheson's family home, built 1894. [Langley Centennial Museum Photo #404]

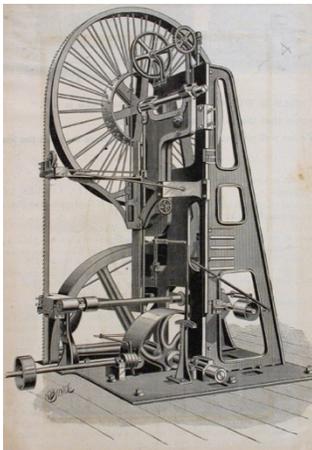
FRONTIER ARCHITECTURE

The earliest buildings in an area often represent a functional response to a basic need for shelter. The concept of 'frontier' varies from location to location, as different areas were settled at much different times; the term 'frontier' applies to a shifting geographic location, but implies a building type erected by the pioneers of the area. We therefore see the same type of rudimentary buildings being built in Barkerville in the 1860s as we see in Langley in the 1880s. The early vernacular buildings of Langley were rough

and utilitarian, shaped by their residential, agricultural, industrial and commercial functions, as well as local climate and geography. Frontier buildings represented a straightforward, utilitarian approach to design, using the most widely available material (wood) and the simplest structural systems to create space that was protected from the weather.

VERNACULAR

As this land was homesteaded, these first settlers built utilitarian but comfortable homes to suit their needs, a number of which still exist scattered throughout the municipality. Homestead records in the provincial archives give extensive and fascinating details about these first settlers, their buildings, and the frontier way of life. An example is the homestead records for the Annand/Rowlatt Farmstead, which describe in 1888 and 1889 how Alexander Joseph Annand, his wife and three children, owned 4 head of horned cattle and one pig, a 16' by 24' foot house worth \$300, a stable, a milk house, a chicken house, a pig pen and a store house. This house still exists, and is preserved today in Campbell Valley Regional Park. A more modest example of a settler's first house is the Thomas Shortreed Homestead Residence, a small log cabin built between 1887 and 1890. It is a simple one and one-half storey structure, with a side gable roof, built of square logs dovetailed at the corners. Originally located at 27134 27 Avenue in Aldergrove, it was relocated to the Elk's Grove Childrens Camp on the Matsqui side of Aldergrove Lake Regional Park.



Catalogue illustration of a bandsaw machine, circa 1880s. [John Henry Walker, delineator. McCord Museum M930.50.1.334]

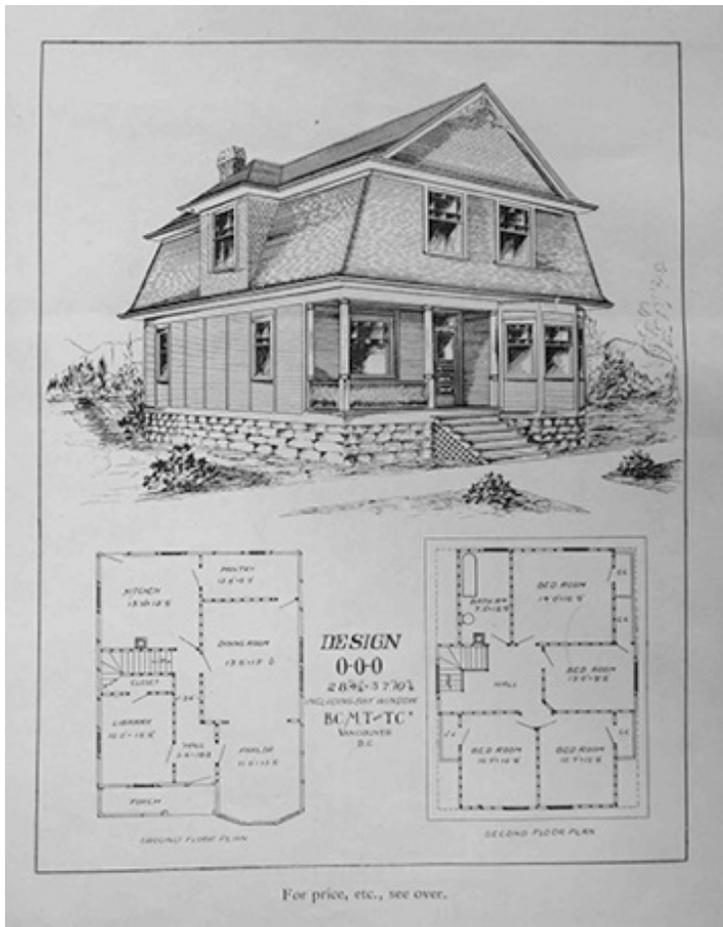
As many of the first settlers in the area had most recently come from Ontario, Quebec and the Maritimes, many of the first farmhouses display a marked Eastern Canadian influence. At this time, the Gothic Revival style was very popular, as may be seen in a number of surviving early buildings in Langley. The Murdock McIver Residence is such a building. Typical of eastern Gothic cottages, it has an open front verandah with decorative brackets, a side gable roof, and a distinctive steeply-pitched central front gable wall dormer. The Gothic Revival was also the preferred style for early churches in Langley. One surviving example is Sharon Presbyterian Church, which is a plain and utilitarian structure, but one that proudly displays its alliance with the Gothic Revival through the use of decorative pointed-arch stained glass windows.

New technology such as steam-driven circular 'buzz' saws and band saws, and the standardization of lumber sizes revolutionized the construction industry. Integral to the concept of many Victorian-era buildings was the use of scroll-cut and lathe-turned Carpenter ornamentation. In addition to satisfying the need for picturesque visual delight, this detailing also demonstrated – and celebrated – the introduction of steam-driven bandsaws and lathes that facilitated the production of repetitive ornamentation.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

The years just before the First World War were a time of exceptional prosperity in Western Canada. Timber and other natural resources were readily available, and were exported around the world. Langley was caught up in this economic boom, and throughout the municipality are many buildings that survive from this era. In 1910 the B.C. Electric Railway established commuter tram service between Langley and Chilliwack, opening up the Fraser Valley and changing the entire settlement pattern through easy access to major town centres.

Throughout the early town centres new, more elaborate, commercial structures were built that reflected this new-found prosperity. They were often highly decorative and proudly displayed elements of the Classical Revival style, which had come into fashion after the turn of the century.



An intriguing survivor from this era is the F.J. Hart Building in Aldergrove, which is an early example of a prefabricated building, manufactured by the B.C. Mills Timber & Trading Company. A number of these structures may still be found throughout Western Canada, and can be readily identified by the regular use of vertical battens, which cover up where the prefabricated wooden panels have been bolted together. The use of turned columns indicates the influence of the Classical Revival style.

Over time, a number of other prefabricated and factory-built systems were introduced, including during the Second World War (Prefabricated Buildings Ltd.), and in the postwar era. In 1948, Danish master carpenter Aage Jensen developed the Pan-Abode, an interlocking building system using dimensional western red cedar assembled with 'lock joint' corners. Pan-Abode eventually expanded into an international network of dealerships that continues to provide and customize this prefabricated wooden system.

B.C.M.T. & T. Company Catalogue.

Increasing prosperity also led to the construction of many new farm houses, which often replaced the first homesteader's cabins. These farm houses were generally built in a variation of the Foursquare style, which was a utilitarian adaptation of the American Colonial Revival. These buildings have a simple cubic or box-like form, and are symmetrical in massing, often with a central entry. They have either a front gable or a hip roof, and almost all of the local examples have a wraparound verandah. A more elaborate example of the Foursquare is the Loucks Residence, built 1912, with a curved verandah, turned columns and decorative newel posts. The roof is a high bellcast hip, with gable projections and a hipped front dormer. Windows are paired and tripled, and some have decorative mullions in their upper sash. Typical of a number of settlers, the Loucks family lived on a log cabin on the site until this impressive and substantial residence was completed.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK



Above: Partially constructed Timms residence at Langley Prairie, 191-. [CVA LGN 1206]
Below: G.Y. Timms' living room, built 1911. [Philip Timms, photographer. VPL#7131]



OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

The other favoured style for residential construction was Craftsman, which can be identified through the use of low-pitched gable roofs, triangular brackets at the eave line, and multi-paned windows. The Craftsman style was seen as being the height of sophistication and modernity, especially in early suburban developments.

The general economic slump of 1913 devastated Western Canada, and the building boom ended with a crash. Local financial institutions went bankrupt, and land speculation, which been underway at a fever pitch, collapsed. After the end of the First World War, North America, unlike Europe, carried on much as it had before. There was a yearning for past glories, and a sense of pride in the outcome of the war, leading to a renewed entrenchment of historical tradition that continued for several decades. There was a slow return to normal conditions, and there was only a brief return to prosperity in the 1920s before the Great Depression of 1929, and the outbreak of another global conflict. Those buildings that were built between the wars were generally more modest in scale, and reflected a downturn in local economic conditions. The interwar period revival styles can be seen as the last stage of the development of established traditional architecture, but also as the threshold of the modern era.

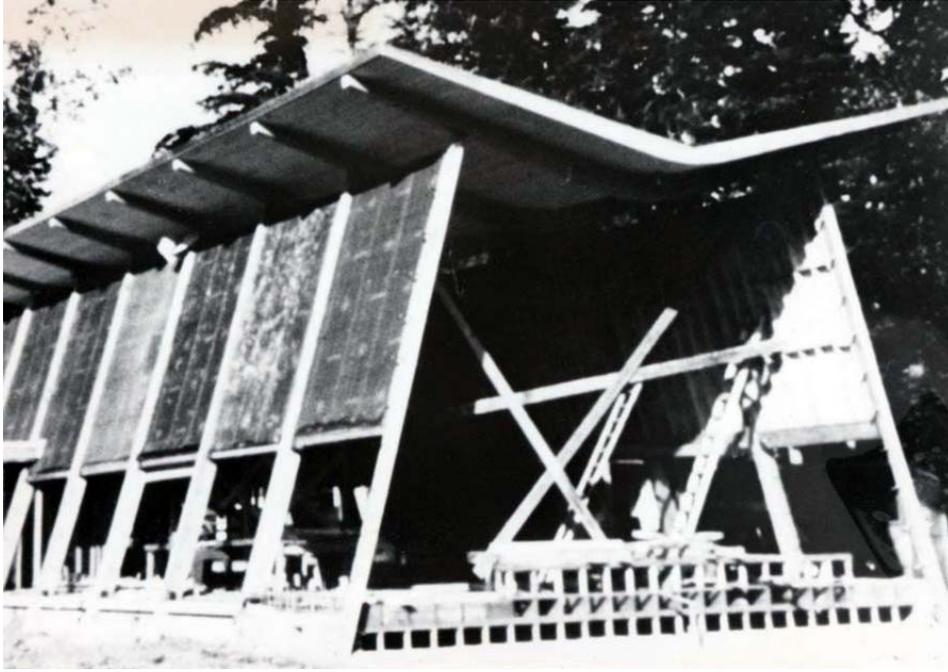
There was also a strong persistence of Classicism into the 1930s, especially for institutional buildings. A striking local example is the Fort Langley Community Hall. The directors of the Fort Langley Community Improvement Society hired architect Archibald Campbell Hope (the brother of Charles Edward Hope), to design the new community hall. Construction commenced in 1930, and was completed in 1931. With its rigorous symmetry, prominent front pediment gable and Giant Order Doric Columns, the hall speaks to the late use of Classicism.

During the postwar era, North America began to settle into a prolonged period of relative peace and economic prosperity. Returning veterans, an enormous demand for cheap housing, the Baby Boom, ready availability of automobiles and new consumer confidence all contributed to optimism, experimentation and unprecedented growth. There was a widespread acceptance of modern architecture, which was easy to build, inexpensive, economical of scarce materials and expressive of new technology, discarding traditional architectural styles and providing the means to re-conceive communities in a response to current social, political and economic realities. Over time, modern architecture developed and was re-invented dynamically in a variety of forms that reflected changing economies, aspirations and interests, ultimately looping back to an appreciation of historical precedents, but continuing to evolve in a contextual manner.

The architecture of the postwar era rejected traditional historical ideas and reflected a relentless quest for new forms of expression. An influx of new ideas and a new freedom in social institutions was reflected in the adoption of a new, more open aesthetic in public buildings. Expansion, innovation and experimentation created a climate where unadorned modernism could flourish. Gone were the monumental staircases, classical columns and solid walls of the past; expanses of glass opened up these buildings to their public users.

Modern architecture also promoted a new more informal and accessible type of worship that began to develop after the Second World War. Non-traditional church structures began to be built, with flat-roofed halls balanced by tall spire elements, such as Granville Chapel, 1950. By the 1950s a new expressionistic aesthetic began to influence church design, and the roof itself became the predominant design feature, as exemplified by St. Anselm's Anglican Church by Semmens & Simpson, 1953 near the University of British Columbia. Among the more notable of Langley's postwar religious buildings was Hanson Chapel at the Trinity Western campus, completed in 1962 and slated for demolition and closed in 2004.

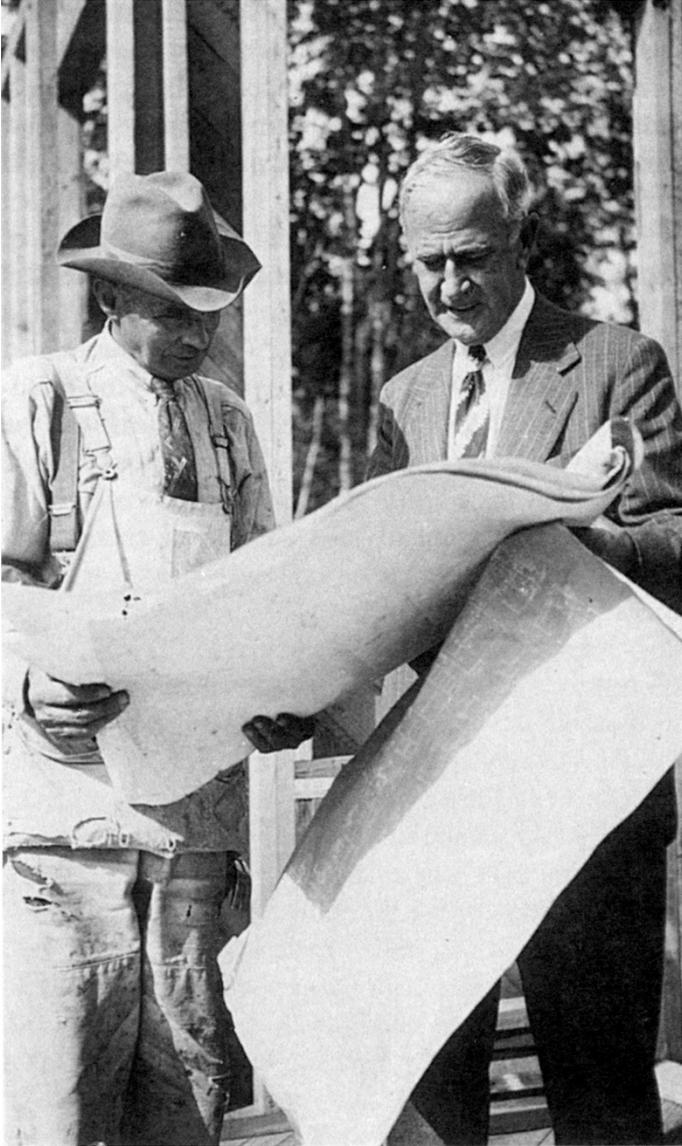
OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK



Left: Hanson Chapel, Trinity Junior College, under construction, 1962. The architect was Will Wilding; his inspiration came from a desire to see it represent open hands not only receiving from the Lord, but also giving back to the Lord. The Chapel was dedicated October 1962. [Trinity Western University Archives 1998-01-3674b].

Below: New students arrive for orientation, Hanson Chapel, Trinity Junior College, circa 1962. [Trinity Western University Archives 1998-01-0693]





Contractor AB Sherritt and Frank Gardiner of Gardiner & Thornton Architects, during construction of Langley Memorial Hospital, 1947-48.

ARCHITECTS

During the course of Langley's development, buildings were designed both formally and informally, by those skilled in the building trades or by resident and non-resident architects. The first known architect, likely self-proclaimed as there was no professional registration at the time, was Bruno Fabian, who was living in Langley by 1890, and was resident in Harrison River from 1893-94. One known commission was a house for John Chapman in Chilliwack, 1891, now demolished. With the downturn in the local economy, he left for parts unknown.

Henry Hoy was primarily a contractor but also participated in the design of buildings. Born in Scotland in 1845, he apprenticed as a carpenter, and immigrated to Toronto in 1869. After four years he moved to Chicago, and then Winnipeg, and settled in New Westminster in 1876. Hoy designed St. Andrew's Presbyterian Church on Glover Road in Fort Langley, 1885. In addition to his contracting business, Hoy served several terms on New Westminster Council and a term as Mayor in 1894.

In 1890, Charles Edward Hope came to Langley to survey the subdivision of Alexander Mavis' farm; two years later he married Mavis' daughter, Lily Dawson. Hope worked as an architect in Vancouver until 1893, settled in Fort Langley in 1909, and designed the Coronation Block in 1911,

and his estate home *Illahie* in 1912. His older brother, architect Archibald Campbell Hope, designed Forth Langley Community Hall, 1930-31.

One resident architect was William Marshall Dodd, who had a long, distinguished and prolific architectural career that ranged across much of Canada, but ended in obscurity. Born in Ontario in 1872, moved to Winnipeg by 1896, and in 1900 set up his own office in Calgary, which grew into one of the largest in western Canada. Practical in his application of building techniques, he was the inventor of Dodd's Interlocking Brick, for which he held patents in five countries. Regina City Hall, considered Saskatchewan's most impressive example of the Romanesque style, was Dodd's single most important building, and the success of this design led to a commission for Calgary's 1907 city hall. Owing to ill health, Dodd moved to Vancouver, where he commenced practice on June 1, 1911. After the end of the First World War, Dodd relocated to the farming community of Aldergrove, where he remained until the 1940s. By 1944 Dodd had moved to Deep Cove on Vancouver's North Shore, where he died on October 11, 1948.

In the post-Second World War era, a number of architects opened practices in Langley, and have provided the designs for many local buildings.

SUBTHEME 5.C: VISUAL ARTS



Left: Langley Art Gallery display of art, 1971 P.N.E. World of Art show. [Bob Tipple, photographer. CVA 180-6898]
Right: The Fraser Valley Regional Library 60th Anniversary Quilt, 1990. The library was established in 1930. Typing attached to the photo reads, "The FVRL 60th Anniversary Quilt. Made by the Langley Quiltaholics and designed by FVRL Graphic Artist Sue Gale, the quilt measures 6' x 7'. It took some 1,000 hours of work and was presented to the Fraser Valley Regional Library to mark its 60th Anniversary. The quilt design represents some of the branch libraries and communities served by the library system." [Langley Advance Photograph Collection, Langley Centennial Museum Photo #2010.001.895]

SUMMARY

There were many amateur artists among the early settlers, and painting and watercolour sketching were popular hobbies, but there were few pretensions to the fine arts, and few professional artists to be found. As the settlement grew, there was an increasing desire amongst artists to provide opportunities for exhibitions and for professional advancement, and associations of self-interest propelled the artistic scene. The first art exhibition was held at the High School in 1949, and the Langley Arts Council was formed in 1961. The National Exhibition Centre, opened in 1973, became a hub for the work of local artists and craftspeople. A local focus began to develop, including the establishment of private galleries, acceptance of the importance of public art, a re-emergence of indigenous expression, and the work of exceptionally creative artists – including those involved in crafts such as quilting, weaving and ceramics – has charted new artistic directions.

Langley's first recorded art exhibition was held at the High School in December 1949, under the auspices of the Langley P.T.A council, and included work from local sketch clubs and Langley artists. In 1961, an arts council was established, which met irregularly at the call of its president, retired chocolate manufacturer Fritz Ziegler. In 1964, president Mary Burke Rae inaugurated regular monthly meetings in 1964. There were other local art shows, but no permanent space for art until the opening of the National Exhibition Centre in 1973.

Langley today includes a number of exceptionally creative artists working in all manner of media, notably painting, quilting, weaving and ceramics. The Langley Weavers & Spinners Guild was formed in 1971 under the sponsorship of the Langley Arts Council, taking advantage of the wool available from local sheep and promoting the art and craft of spinning, weaving, dyeing, felting and knitting. The Langley Quilter's Guild promotes quilting by inspiring, and being inspired by, the art, techniques and knowledge of textiles.

Individual artists have also been part of the artistic culture of Langley. Well-known Canadian war artist Orville Fisher lived in Langley towards the end of his life, where he died in 1999 at the age of eighty-eight. Since 1975, Barbara Boldt has been a dedicated painter, creating memorable images of British Columbia's unique landscape. Many dedicated artists today work throughout the municipality, and present their work both in public and private venues and galleries.

SUBTHEME 5.D: THEATRE



Langley Amateur Dramatic Society posing for a shot in costume, 1930s. [Stride Studios, New Westminster, BC. Langley Centennial Museum Photo #2014.027.001]

SUMMARY

Langley's citizens were fond of attending theatrical performances, both amateur local shows and those of touring performers who reached the remote settlement. Amateur groups sprang up, and there were many local musical and dramatic productions and high school shows. Over time, a thriving theatrical community developed, with mature and emerging companies, re-emergent First Nations cultural representation and popular events and festivals, supported by dedicated audiences. The Langley Players, founded as a community theatre group in 1969, demonstrate the resilience of the local theatrical scene and the strength of its community support.

Cultural activity also took place out-of-doors. Chautauquas were an early form of outdoor entertainment. Housed in tents, these events featured itinerant performers who would offer a different theatrical presentation over a series of summer nights. The Chautauqua might begin with a play by Shakespeare. The following night might feature a comedy. The third evening might be devoted to music. With no ready access to anything remotely resembling professional theatre, such events were always well attended, with people coming from all parts of Langley to enjoy an evening's entertainment.

Warren Sommer, From Prairie to City: A History of the City of Langley, page 161.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

After it opened in 1917, the Langley Theatre also served all manner of community needs, including providing a venue for local musical and dramatic productions, including high school shows such as the “Rajah of Singh,” “Fort Langley” and “Bow Bells.” The Langley Theatre continued to serve the community until it was demolished in 1958.

In the 1930s, the Langley Amateur Dramatic Society was formed, with Charles Winget serving as its president; the group remained active until the early 1950s. Another group, the St. Andrew’s Players, was founded in 1955 and performed in St. Andrew’s Hall in Fort Langley.

In 1969 Judy Miskulin, Mary Stewart and Rick Buck met to re-establish the St. Andrew’s Players as the Langley Players Drama Club. They were soon joined by other members such as Dorothy Brown, Alec and Dorothy Goostrey, Ron Bowcott and Derek Bissett, and after three years of moving and hauling in and out of Murrayville and Stafford schools in the Langley area, the Langley Players gratefully settled in the Brookwood Hall in 1972. In the late 1990s with the support of the Township, the Province of BC and community supporters, many improvements were made to the 1939 building to provide improved facilities; the Langley Players continue to thrive today.



Three members of the Langley Players acting in a play, 1970s. [Langley Advance Photograph Collection, Langley Centennial Museum Photo #2010.001.945]

SUBTHEME 5.E: MUSIC



Left: Langley Elementary School, music class, 1960. [BCA I-23748].

Right: Langley Junior Senior High School choir, 1960. [BCA I-23754]

SUMMARY

This subtheme addresses the creation, performance and enjoyment of music of all genres, for audiences of all types, in formal and informal venues. Music is as diverse as the people of Langley, rooted in culture and ranging from indigenous roots and the classical music of Europe, to artistic influences from around the globe. Early settlers enjoyed impromptu music performances, brass bands, parades and concerts. Families often entertained each other at home, and an upright piano was a staple item in a well-furnished parlour, later replaced by a radio, then a 'hi-fi.' Over time, professional musicians appeared and the local music scene began to develop. Langley today supports a number of music schools and creative musicians and composers. The production and consumption of music has now turned digital, but despite changes in technology, music continues to be enjoyed in all forms, in live and recorded formats. Today, the Langley Community Music School and the Langley Ukulele Ensemble are among the initiatives that demonstrate the importance of music to the citizens of Langley.

One of the first organized local music groups was the Langley Boys Band, founded under the direction of J.R. Peebles in 1933. The band also included one girl, Doris Lott, but faded out of existence in about 1939.



The Langley Community Music School was founded in 1969 through the work of founders Marilyn Lamont, Dr. Keith Lamont, Linda Bickerton-Ross, teacher Leonard Woods and artist Peter Ewart. Starting with 28 students, by the end of the 20th century, the school boasted 700 students and was one of the largest music schools in the province. Chronically short of space, in 2001 it opened a large new facility that includes a 250-seat concert venue. Other examples of the strength of the local music scene include the Langley Ukulele Ensemble (left), founded in 1981 and considered one of the more noteworthy cultural acts to be based out of Langley.

SUBTHEME 5.F: DANCE



*Fort Langley Elementary School, dancing class, 1960.
[BCA I-22702]*

SUMMARY

From time immemorial, there has been a history of First Nations ceremonial dances. From Langley's inception, dance – both theatrical and participatory such as the ritual Maypole dance – has been popular, and balls and socials provided a popular way to mingle and socialize. Mixed-gender social opportunities were otherwise limited, and this provided an acceptable way for men and women to meet and spend time together. Dances were put on by various groups, including churches, and were announced and described enthusiastically in the local press. Langley's citizens enjoyed dancing, and also

enjoyed watching both serious and popular entertainment. Professional dance was originally limited to travelling performers, but over time a variety of local dance schools and companies have been established.



*Children performing a Maypole dance at May Day celebration. The *Langley Advance*, May 26, 1960, page 3. [Langley Advance Photograph Collection. Langley Centennial Museum Photo #2010.001.088]*

SUBTHEME 5.G: LITERATURE



SUMMARY

Langley has a rich history of all types of literature; this subtheme addresses the ongoing local development of the literary arts. An interest in literature and discourse marked the early history of the settlement, and stimulated local writers. At first, the majority of those writing about Langley and the coastal experience came from somewhere else. Early stories about Langley were set within primeval landscapes of mountains, oceans and rivers, describing the local experience as a titanic struggle against

nature. Over time, writers emerged that captured a more profound connection to place, and numerous publications have investigated and chronicled Langley's history, development, politics, communities, physical environment, indigenous peoples, settlers and subcultures. Many strong voices have emerged to tell our local stories, and this rich tradition of west coast literature continues. Today, an abundance of writers – epitomized by the Langley Writers' Guild – tell the Langley story.

One of the more accomplished and colourful of the local writers of the postwar era was Paul St. Pierre. Born in Chicago of French-Canadian parents in 1923, he grew up in Dartmouth, Nova Scotia, joined the Royal Canadian Air Force in 1941, and came west to B.C. in 1945 where he began his career in journalism. His varied career included work at different newspapers, serving as the Liberal MP for the Coast Chilcotin riding from 1968 to 1972, and writing plays and books. St. Pierre's best-known book, *Breaking Smith's Quarter Horse* (1966), began as a television episode and became the basis for a 1969 Disney feature film entitled *Smith!* At his own request, the tombstone inscription on the grave of Paul St. Pierre in the Fort Langley cemetery reads, "This was not my idea."

Many other well-known writers have called Langley home, such as Don Hunter who immigrated to Canada from the U.K. in 1961 as a teacher, and from 1969 until 1996 wrote for the *Province* as a theatre critic, reporter, editor, feature-writer and columnist. After he left the paper, he took up full time writing as a novelist and screen play writer. Ian Weir, the daughter of novelist and historian Joan Weir, has received numerous awards for both his theatrical works, screenplays and novels. Born in Vancouver in 1930, author, historian, playwright and editor Betty Keller grew up in Langley after her family moved to a 20-acre dairy farm; she is known for her biographies of Pauline Johnson and Ernest Thompson Seton, and has been recognized for her outstanding contributions to regional cultural activities. A new generation of other local writers continue to tell stories related to Langley as well as the broader human experience.

SUBTHEME 5.H: CINEMA



Activities at the Langley Resource Centre, 1969.
[BCA I-24849]

SUMMARY

This subtheme addresses both the making and viewing of cinema. In 1917, Langley's first movie theatre had opened, showing silent films accompanied by a piano. The introduction of the 'talkies' in the 1920s ushered in the Golden Age of Movies, and in the pre-television era, local theatres became the backbone of the massive North American movie distribution network. By the 1940s the need for distracting and uplifting entertainment brought the love of cinema to greater heights, but the proliferation of television and its convenient 'free' entertainment in the postwar era caused single-

screen theatres to fail, and many were closed or demolished; the venerable Langley Theatre was torn down in 1958. The decline of single-screen theatres led to the establishment of large "multiplex" cinemas, proving that Langley still loves to 'go to the movies.' In addition to providing entertainment, the movies ultimately became a local industry; Langley has developed as a major location for both cinematic and televised productions.



Left: Entrance to Langley Theatre in the 1920s. [Philip Timms, photographer. VPL#67835]. Right: George Timms at the Photoplay theatre and refreshment parlour, 1930s. [Leonard Frank, photographer. VPL#8154]

The Timms family was involved in a number of early Langley businesses, and was also active in amateur theatrics. Arthur Timms, the son of George Timms, built the first major commercial block in Langley Prairies, the Theatre Block; when it opened in 1917 it contained Langley's first motion picture theatre, showing silent films accompanied by a piano played by one of the Timms family. Edward J. Timms, another son of George Timms, ran the theatre himself, booking the films, selling tickets and running the projector. The installation of a theatre organ in 1924 was a major community event. Besides showing films, the theatre served all manner of community needs, including providing a venue for local musical and dramatic productions, including high school shows. E.J. Timms left the theatre business in 1930, just as the "Talkies" were being introduced, and the theatre closed. For a while, films were shown on Saturday afternoons at the Athletic Hall. In 1937, the theatre re-opened under the management of Joe Gibson, and was run by his wife, Olive until 1945, when it was purchased by Peter Barnes and his sister, Myrtle. The Langley Theatre continued to serve Langley until it was demolished in 1958.

The decline of the single-screen theatres and the increasing availability of automobiles in the postwar era led to the phenomenon of drive-in theatres. Later, large “multiplex” cinemas, including the Famous Players Colossus Theatre complex, were established, proving that Langley still loves to ‘go to the movies.’

In addition to providing entertainment, the movies ultimately became a local industry; Langley has developed as a major location for both cinematic and televised productions. The Township is considered to be one of the most film-friendly municipalities in the Lower Mainland, with the film industry investing approximately \$35 million per year in hundreds of productions including feature films, TV series and made-for-TV movies.

SUBTHEME 5.I: COMMUNITY COLLECTIONS



Library, Langley Central School, 1960. [BCA I-23675]

SUMMARY

Langley's rich cultural life is supported by a number of institutions that house and protect our collective memories. This subtheme addresses the historic sites, public galleries, libraries, museums and archives that reflect Langley's cultural development, conserve and make available artifacts and information of artistic, cultural, historical and scientific importance, and collect and make available sources of information. Langley is currently home to: Fort Langley National Historic Site; Kwantlen Cultural

Centre; Langley Centennial Museum; B.C. Farm Museum; Canadian Museum of Flight; Alder Grove Telephone Museum & Community Archives; and regional libraries.

Langley is currently home to:

- **Fort Langley National Historic Site:** The Hudson's Bay Company established Fort Langley in 1827. The Company's first fort was established on the Fraser River in present day Derby Reach Regional Park. A second fort was established at the site of the current reconstructed Fort in 1839. It burned in 1840 and was immediately rebuilt in the same location. The HBC moved its operations to the village of Fort Langley in 1886, and from 1888 to the 1920s, the Mavis family farm occupied the land that would later become a National Historic Site. Many became interested in preserving the historic fort site, and the local community raised money to purchase 1.2 hectares of the fur trading post in 1924, including the last remaining building. The Historic Sites & Monuments Board of Canada and the Native Sons unveiled a plaque commemorating the site in 1925. Between 1931 and 1958, the Native Sons operated a museum display in the Store House, the last remaining Hudson's Bay Company building. During the 1958 Centennial, the federal government undertook the partial reconstruction of palisades and buildings at the Fort.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

- **Kwantlen Cultural Centre:** The Kwantlen Cultural Centre opened in 2013, and is a significant event in the recent history of Kwantlen as a longhouse has not been present on Kwantlen lands since the establishment of the *Indian Act*. The Centre features an archaeological repository, state-of-the-art-kitchen, and longhouse cultural space for events and ceremonies.
- **Langley Centennial Museum:** when the Museum opened its doors in 1958, it was one of the first community museums in the province. In addition to its museum function, it houses gallery space and has an extensive collection and community archives.
- **B.C. Farm Museum:** founded in 1958 and operated by the B.C. Farm & Agricultural Museum Society, this museum is staffed entirely by volunteers. The Museum contains an extensive collection of farm machinery from many areas of B.C., particularly the Fraser Valley, as well as related household furnishings, and early logging and fishing equipment. Many of the industrial artifacts are in restored and operating condition. The Museum houses a collection of resource library books and equipment catalogues related to the collection.
- **The Canadian Museum of Flight:** the aviation museum is located at the Langley Regional Airport. The museum has over twenty-five civilian and military jets, piston driven engine aircraft, gliders, and helicopters on display, six of which have been restored to flying condition. Other displays include an aviation art gallery and aviation artifacts.
- **Alder Grove Telephone Museum & Community Archives:** is housed in the F.J. Hart Building, a 1910 prefabricated commercial building that served as the local telephone exchange from 1914 until 1952. Since 1993, it has functioned as a telephone museum and community archives for the Aldergrove area.
- **Libraries:** In 1930, Langley elected to join the Fraser Valley Public Library Demonstration Project. The first local library opened on October 22, 1930 with a stock of 14,338 books. A local library referendum was defeated in 1939, and Langley withdrew from the regional system until 1945. Langley is now part of the Fraser Valley Regional Library system, which currently has six branches in the Township and one in the City of Langley.



Fort Langley Museum, 1955. [B.C. Ministry of the Provincial Secretary and Travel Industry. BCA I-27244]

SUBTHEME 5.J: MEDIA



School Television Broadcast Demonstration Langley, 1961.
[BCA I-24034]

Epic shifts in technology over time have continuously sped up the dissemination of news, packaged content and community information. Print media were originally dominant, but waned in influence as radio, then television, became available and in turn appealed to consumers. The advancing digital revolution has signalled a new era in the delivery of information. Massive news organizations and agencies now provide structured content for mass consumption, driving the global and instantaneous dissemination of information. This subtheme addresses Langley's history of communication media, from print journalism through the development of electronic technologies such as radio and television, and the growing importance of digital media.

Component 5.J.1: Newspapers

Component 5.J.2: Radio

Component 5.J.3: Television



Radio reporters talk with newly elected Langley Mayor George Preston, 1979.
[Langley Centennial Museum Photo #3297]

COMPONENT 5.J.1: NEWSPAPERS



Carol Nundal with her pet skunk standing in front of the *Langley Advance* Newspaper office, 1960s. [*Langley Advance* Photograph Collection. Langley Centennial Museum Photo # 2010.001.852]

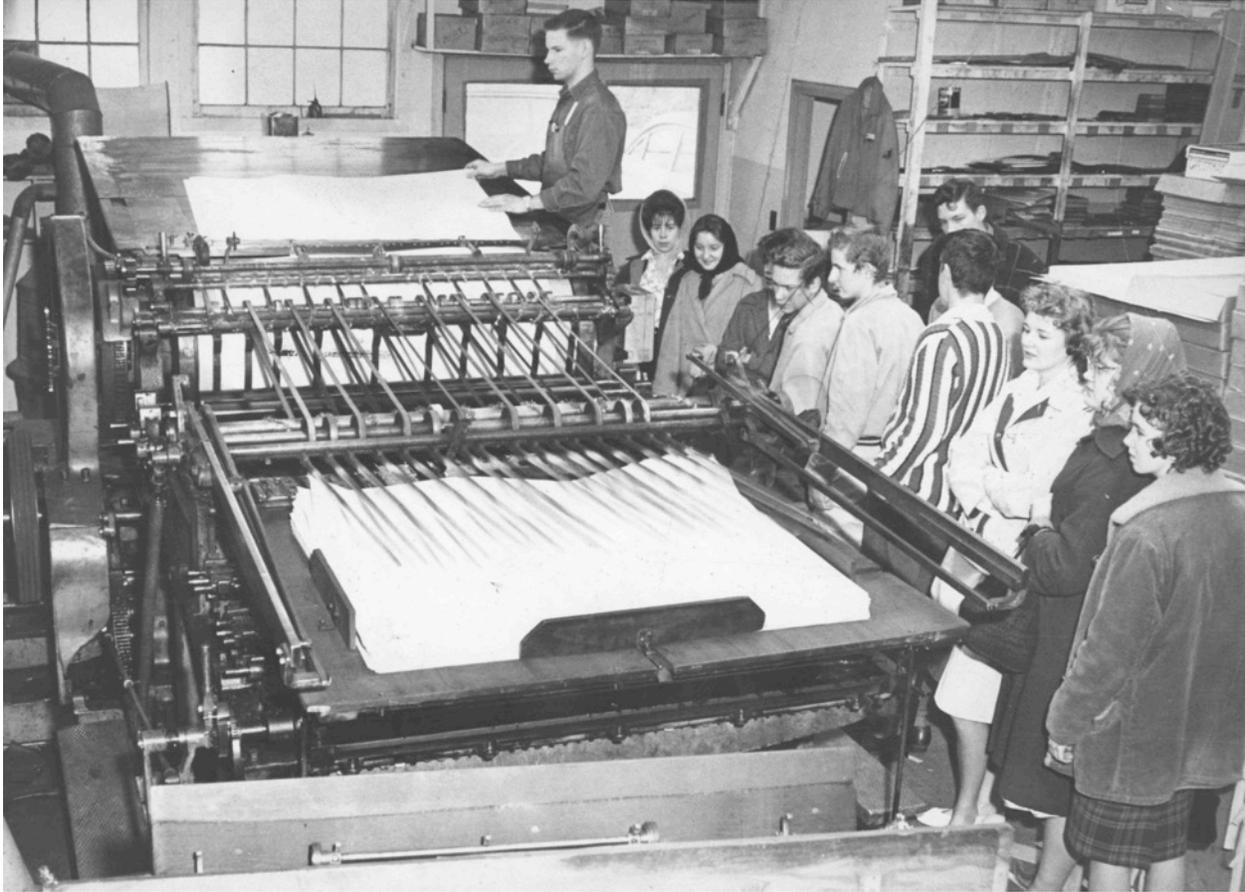
SUMMARY

*By the late 1850s, newspapers published in other cities became available to Langley's residents by subscription. For decades, newspapers and magazines were the main source of news and community information, driven by new technology that fed a mass consumer market. By the 1920s, local newspapers started to appear. In 1931 the *Langley Advance* hit the streets of Langley Prairie; The *Langley Times* was first published in 1949. As many residents of Langley did not have access to electric power until the 1940s, newspapers were the preferred means of mass communication, but faced increased competition from*

radio, and then television, and now digital sources, and over time traditional daily newspapers have evolved to deliver online as well as print content to meet consumer demands.

By the late 1850s, newspapers published in other cities were available to Langley's residents by subscription. In 1859 W. Winnard was listed as the agent at Fort Langley for *The British Colonist* that was published in Victoria; the other listed agents were at Fort Yale, Fort Hope, Port Douglas and New Westminster. The *New Westminster Times* was first published in 1859, and was renamed the *British Columbian* in 1861; in 1886 it became a daily and was renamed the *Daily Columbian*. Several Vancouver newspapers began publishing in 1886.

As urban populations exploded between the 1880s and the 1930s, Canadian newspapers, magazines and journals kept pace, expanding in number and size to provide news and community information; this era has been called the 'golden age of print journalism.' In 1900, nearly 650,000 Canadians subscribed to a daily paper, a number that had more than doubled by 1911. Technological innovations such as the rotary press, the linotype typesetting machine, and techniques for reproducing photographs made the high-speed production of daily papers possible for a mass market.



Vic Rossum (top right) demonstrating the Heidelberg Press at The Langley Advance to a group of high school students, 1960s. Rossum worked for The Langley Advance for over twenty years. They often provided tours of the facility to visiting high schools. The Heidelberg Press was hand set with base paper (250 lb.) on linotype. [Langley Advance Publishing Co., Ltd. Langley Advance Photograph Collection, Langley Centennial Museum Photo #2010.001.793]

George Timms, who was 70 when he moved to Langley to join his family, started a printing business in the rear of his son's theatre, which he ran from 1921 to 1927. George also published one of Langley's earliest newspapers, known variously as the *Langley Journal* or the *Langley Press*. On July 23, 1931, a new publication hit the streets of Langley Prairie – the *Langley Advance*, created by a deal between the Langley Board of Trade and local printer E.J. Cox. The Board of Trade was just a few months old when the organization began encouraging local businesses to arrange advertising with Cox in return for his regular publication of fair and accurate details of the community's social, political, and economic events and activities. This arrangement also saw the *Langley Advance* join the Board of Trade, making it not just one of the oldest businesses in the community, but also the longest-standing member of the board – now the Greater Langley Chamber of Commerce. The *Advance* was originally sold by subscription. In the Depression years, subscribers often paid with butter, a cord of wood, potatoes, vegetables, or perhaps a service. Some housewives earned their weekly paper by penning short news items about goings-on in their neighbourhoods. The *Langley Advance* is now published weekly, and an online edition. On October 19, 1949, the first issue of the *Langley Times* was published, competing with the *Langley Advance*, until its demise in the mid-1970s. Revived in 1981, it now also runs an online edition. Both newspapers are owned by the Black Press Group Ltd.

COMPONENT 5.J.2: RADIO



D.W. Poppy Jr. (standing) holding a record with a radio announcer (seated). The radio announcer and radio station is unidentified, 1960s. [Langley Advance Photograph Collection. Langley Centennial Museum Photo #2010.001.372]

SUMMARY

Radio technology remained largely untapped until the development of military uses during the First World War. By the 1920s, commercial radio programming was embraced by an avid audience of listeners, who welcomed the 'radio' into their homes. Providing news and entertainment, this 'free' service was paid for by corporate sponsors through on-air ads and catchy jingles that promoted consumer goods and services. In the 1930s, radio developed as a significant cultural force through the establishment of a national network that supported local talent. During the war years, radio provided much-needed news from overseas as well as distracting entertainment. In the postwar years, as electricity became more widely available to Langley residents, they tuned into stations such as CKNW from New Westminster. Joe Chesney, a former CKNW employee, received a broadcast licence and opened CJJC in Langley in 1963. Radio followed popular trends and introduced rock-and-roll music and talk radio to local audiences. Over time,

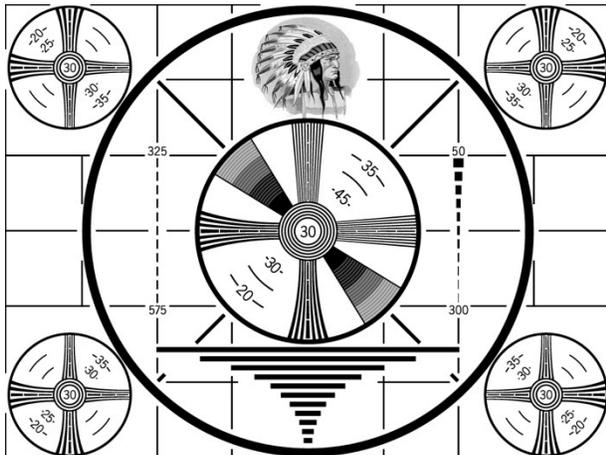
radio stations have grown to reflect cultural diversity, and continue to deliver content both on-air and online.

In the 1920s, as military production switched over to the fabrication of domestic consumer goods, there was a proliferation of electrical consumer goods, such as radios, which entered the domestic realm. In addition to its newfound consumer popularity, radio was also important for its use by shortwave amateurs, as well as for corporate uses in stringing together far-flung commercial enterprises and controlling the shipping industry across the vast expanses of remote British Columbia. To improve the efficiency and quality of operation, a 1927 conference in Washington D.C. allocated frequency bands to the various radio services (fixed, maritime and aeronautical mobile, broadcasting, amateur, and experimental). In 1928, the United States Federal Radio Commission ruled that all call signs were required to be four letters in length. Commercial stations east of the Mississippi River were required to start their call names with W, and stations west of the Mississippi River were required to start with K. Canadian stations were identified with a C. This evolved into an International Telecommunication Union protocol that two-letter prefixes would be used to identify a country, and the rest of the call sign would indicate an individual station within that country. Canadian transmitters were assigned call signs with prefixes such as CF, CK, CI, CJ, etc. This was the origin of the familiar call signs that identify our local radio and TV stations.



In 1962, a former CKNW employee Joe Chesney received a broadcast licence, and the following year City & Country Radio Ltd. opened CJC 850 Langley. The station offered a country music format with 1,000 watts of power. Seven years later, CJC was given approval to move from 850 kHz with power of 1,000 (two directional patterns) to 800 kHz with 10,000 watts (two directional patterns), with a minor change in the antenna location. In June 1975, CJC moved from 850 to 800 kHz and increased its power to 10,000 watts. However, the station had a string of economic problems and was sold in 1986 to Saskatoon interests, and operated for a few years first as CJUP and as Coast Radio before it closed.

COMPONENT 5.J.3: TELEVISION



Indian Head Test Pattern

SUMMARY

The phenomenon of television entered Canadian life in the postwar era. The first crude sets were seen in the 1940s, but explosive consumer demand drove the development of new technology, with ever-increasing improvements such as colour television, cablevision, satellite broadcasts and digital TV. The proliferation of internet technology and digital streaming has now caused a revolutionary shift in the way that entertainment and news content is produced, distributed and consumed, and new forms of entertainment are now more readily available than ever.

Capable of receiving broadcast moving images and sound, rudimentary television sets were being developed throughout the early 20th century, but with crude technology and a lack of programming, TVs remained impractical for widespread consumer use. Although seen in public demonstrations in the 1930s, television did not become widespread until the postwar era, at which point its popularity exploded. Network broadcasts had already begun the United States before Vancouver joined the TV era. On November 28th, 1948, at a home in West Vancouver, the grainy black-and-white image of a Seattle high school football game emerged on a small TV set;

radio shop proprietor E.A Mullins had built the set from a kit that had cost \$238 dollars. Two years later, there were a few hundred rooftop aerials in the Lower Mainland. On their early tube sets, viewers could watch grainy programming from Seattle, where station KING was transmitting shows such as *Hopalong Cassidy* and professional wrestling. Despite the murky images, viewers were enthralled by this new technology, and more and more people began to buy televisions. TV antennas sprouted on local rooftops. *The Province* reported that 'Housewives claimed TV paid for itself in money no longer dribbled away on outside entertainment, that it quieted their nerves, kept families together and their children off the streets.' TV soon became known as the 'electronic babysitter.'

Postwar Baby Boom TV audiences in North America became familiar with the Indian-head test pattern, introduced in 1947 to help broadcast engineers calibrate analog signals. This mesmerizing image would often follow formal television station sign-off, after the national anthem was played. Similar to radio broadcasting stations, each television transmitter was identified by a unique four-letter call sign; American broadcasters west of the Mississippi were identified with K call signs. By late 1953 three American stations could be watched in Vancouver with the right antenna – KING (Channel 5), KVOS (Channel 12) and KOMO (Channel 4). KVOS, dubbed the *Peace Arch Station*, broadcast from Bellingham and was part of the Wometco entertainment empire; the station launched its programming with coverage of the 1953 coronation of Queen Elizabeth II.

As the gigantic American show business industry turned its attention to television, Canadian programming struggled to catch up. After years of careful planning and a few months of frantic rehearsals, CBC Television went on the air in Montreal on September 6, 1952, and Toronto two days later. By December 1953, Vancouverites could tune into their first Canadian programming with the launch of CBUT (Channel 2), an affiliate of CBC.

Although all-electronic color was introduced in the U.S. in 1953, the high price of colour TV sets and the scarcity of colour programming stalled consumer acceptance; it was not until 1972 that sales of color TVs finally surpassed those of black-and-white sets.

Given Vancouver's mountainous, undulating topography, clear and reliable reception was becoming an increasing problem. The next major step in the development of the telecommunications network was the proliferation of cable television companies, which carried TV services over copper wires, later switching to fibre optic cables that could provide a multitude of other services. Broadcasting entered a new phase in the 1980s with satellite technology. Freed from over-the-air and landline systems, satellites enabled all-news networks, pay television and specialty channels.

Digital TV, which became technically feasible in the 1990s, was the first significant evolution in television technology since color television. Audio and video signals are digitally processed and multiplexed, in contrast to the channel-separated signals used by analog television. The widespread proliferation of internet technology and digital streaming has caused a revolutionary shift in the way that content is produced, distributed and consumed, challenging the traditional TV network system; access to the internet is now ubiquitous.

ACKNOWLEDGEMENTS

“Our Shared History: The Township of Langley Historic Context & Thematic Framework” was undertaken for the Township of Langley in 2016-2017 by Donald Luxton & Associates Inc.: Donald Luxton Principal, Megan Faulkner, Heritage Planner and R.J. McCulloch, Heritage Planner.

We would like to extend our sincerest thanks to the Staff Liaison for the project, Elaine Horricks, Heritage Planner, Community Development Division, for her unfailing assistance throughout the course of the project and the community consultation.

A comprehensive community context cannot be written without the deep and committed assistance of community members, and we were privileged to work with many individuals – who represented numerous and diverse groups – who assisted the project and provided commentary on so many aspects of Langley’s history and identity.

Historic Context & Thematic Framework Project Task Force:

- John Aldag, MP for Langley-Cloverdale, Former Manager of Parks Canada National Historic Sites - Coastal Branch
- Adam Cappon, Heritage Advisory Committee Representative
- Kobi Christian, Arts & Heritage Curator, Langley Centennial Museum
- Ashley Doyle, Manager of Lands and Resources, Kwantlen First Nation
- Mark Forsythe, Journalist and Former Host of CBC Almanac, Current Director of the Langley Heritage Society
- Dick Klein Geltink, Dairy Farm Owner, Board Member with the BC Milk Marketing Board
- Jim McGregor, Chair of the Justice Institute of BC, Former Fire Chief of the City of Langley
- Debbie Miller, Spokesperson and Head of Treaty Negotiations, Katzie First Nation
- Jane Watt, Langley Historian, Writer and Publisher

Township of Langley Heritage Advisory Committee

Councillor Bob Long; Tom Annandale; Chris Boughen; Adam Cappon; Jeff Chenatte; Gloria Doubleday; Alice Johnson; Ted Lightfoot; Lori McPhee-Brown; Fred Pepin; Wesley Mufford; and Harold Whittell.

WORKSHOP 1: BUILT HERITAGE

Grace Muller, BC Farm Museum; Alice Johnson, Heritage Advisory Committee; Ellen Worrell, Langley Heritage Society; Mark Forsythe, Langley Heritage Society; Lydia Francescutti, Brookwood Senior Citizens BCOAPO 132; Jane Watt; Mel Kositsky; Lynda Lightfoot, Langley Heritage Society Trust, Fort Langley Legacy Foundation; Ted Lightfoot, Langley Heritage Society, Langley Field Naturalists; Bob Puls, Langley Field Naturalists; Bob Armstrong, Langley Heritage Society; Tom Annandale, Langley Heritage Society, Heritage Advisory Committee; Frances Steinfeld, Langley Heritage Society; Maureen Pepin, Langley Heritage Society; Fred Pepin, Langley Heritage Society, Heritage Advisory Committee; Glen Churchman; Shirley Johnson, Township of Langley; Elaine Horricks, Township of Langley.

WORKSHOP 2: CULTURAL & NATURAL LANDSCAPES

Councillor Petrina Arnason; Doug McFee, Salmon River Enhancement Society; Marv Woolley; Dick Klein Geltink, Task Force; Mark Forsythe, Langley Heritage Society and Task Force; Al Neufeld, Township of Langley; Jane Watt, Task Force; Kirk Robertson, Watchers of Langley Forests; Mel Kositsky, Pacific Parklands Foundation; Ted Lightfoot, Langley Heritage Society, Langley Field Naturalists; Lotte Elias, Langley Heritage Society, BC Farm Museum, Watchers of Langley Forest, Salmon River Enhancement Society; Fred Pepin, Langley Heritage Society; Maureen Pepin, Langley Heritage Society; Lisa Dreves, Langley Environmental Partners Society; Anne Gosse, Derby Reach Brae Island Park Association, Langley Field Naturalists; Bob Puls, Langley Field Naturalists, Langley Environmental

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

Partners Society, Langley Heritage Society, Watchers of Langley Forest, CUPA; Frances Steinfeld, Langley Heritage Society; Tom Annandale, Langley Heritage Society, Heritage Advisory Committee; Melissa Banovich, Fort Langley National Historic Site, Parks Canada; Jessica Lee, Township of Langley; Elaine Horricks, Township of Langley.

WORKSHOP 3: AGRICULTURE

Richard Gerard; Bob Armstrong; Bob Puls; Albert Anderson; Syd Pickerell, BC Farm Museum; Karen Long, Aldergrove Agricultural Association; Tom Barichello; Hugh Davis; Earl Mufford; Cyanna Mufford; Nancy Clark, Langley Sustainable Agriculture Foundation; Tamara Jansen, Darvonda Nurseries; Frances Steinfeld, Langley Heritage Society; Adam Cappon, Heritage Advisory Committee and Task Force; Dick Klein Geltink; Carel Jongs, BC Farm Museum; Shirley Johnson, Township of Langley; Elaine Horricks, Township of Langley.

WORKSHOP 4: SPORTS & RECREATION

Councillor Bob Long; Elsie Beggs; John Jackman, Jackman Family, BPOE Elks No.66; Inta Schorcht; Jim McGregor, Task force member; Jean Hutchison, Youth soccer; Brian Hutchison, Youth soccer; Harold Whittell, Heritage Advisory Committee; Carol McDonald, Campbell Valley Equestrian Society; Nora Truman, Brookwood Senior Citizens Centre; Earl Erickson, TOL Recreation, Culture & Parks Advisory Committee; Jane Watt, Task force; Peter Tulumello, Township of Langley; Murray Jones, Langley Speedway Historical Society; Bill Lindahl, retired TOL Parks employee; Jonathan Wilkins, Fort Langley Canoe Club, TOL Recreation, Culture & Parks Advisory Committee; Mike Sattler, Canadian Museum of Flight; Adam Cappon, Heritage Advisory Committee, Task Force; Shirley Johnson, Township of Langley; Elaine Horricks, Township of Langley.

WORKSHOP 5: THE ARTS IN LANGLEY

Councillor Bob Long; Adam Cappon, Heritage Advisory Committee, Task Force; Peter Tulumello, Township of Langley; Jim McGregor, Task Force member; Susan Magnusson, Langley Community Music School; Rosemary Genberg, Langley Heritage Arts Council (pioneers); Kelly Holmes, Langley Centennial Museum; Lori McPhee, Heritage Advisory Committee; Rita Raun, Langley Quilters Guild; Peter Walton, Langley Players; Lana Hart, Langley Arts Council; Lois Hunter, Langley Weavers & Spinners Guild; Inta Schorcht, Heritage Society, Weavers & Spinners, Langley Arts Council; Rosemary Wallace, Langley Arts Council, School Trustee; Shirley Johnson, Township of Langley; Elaine Horricks, Township of Langley.

OPEN HOUSE ATTENDEES

Fred Pepin; Mark Forsythe; Frances Steinfeld; Harold Whittell; Ted Lightfoot; Lynda Lightfoot; Rosemary Genberg; Tom Annandale; Diane Simpson; Jim McGregor; Lotte Elias; Cyanna Mufford; Earl Mufford; Bob Armstrong; Daisy Armstrong; Marilyn Gregory; Marv Woolley; Iris Woolley; Inta Schorcht; Albert Anderson; Lois Hunter; Bob Hunter; Peter Walton; Rosemary Wallace; Chris Boughen; Gail Macado; Sarah Macado; Adam Cappon; Peter Tulumello; Bonnie Hartup; Jane Watt; Krista Graham; Wendy DaDalt; Kirk Robertson; Alf Krause; Harold Punnett; Elizabeth Punnett; Al Neufeld; Tamara Jansen; Carol Depedrina; Alice Johnson; George Muller; Grace Muller; Randall Kovacs; Amy Weiss; Elaine Horricks; Teresa Kaszonyi; Jessica Lee.

ADDITIONAL THANKS:

We would also like to express our sincere appreciation to the following, who provided invaluable assistance during the course of the project: Helen Gabriel; Maurice Guibord, President, Société historique francophone de la Colombie-Britannique; Kevin Neary, Traditions Consulting Services, Inc.; Val Patenaude, Director, Maple Ridge Museum & Archives; Shirley Johnson, Support Clerk, Community Development, Township of Langley; Shea Wind, Museum Assistant, Langley Centennial Museum; and Yvonne Beaulieu.

During the course of this project, we have been grateful for the participation of the Katzie and Kwantlen First Nations. The final document does not necessarily reflect the understanding and opinions or beliefs of either First Nation, and the author takes full responsibility for any errors, omissions or misinterpretations. The Katzie and the Kwantlen continue to tell their own stories, and we thank them for what they have shared.

BIBLIOGRAPHY

- Alder Grove Heritage Society. *The Place Between, Aldergrove and Communities*. Volume I: 1860-1939; Volume 2: 1940-1970. Langley: Alder Grove Heritage Society, 1993 and 2001.
- British Columbia Women's Institute. *Modern Pioneers 1909-1959*.
- Cherrington John A. *The Fraser Valley: A History*. Harbour Publishing, 1992.
- Crockford, Cairn. *Creation of Kwantlen Indian Reserves 1858-1930. Part I: Colonial Reserves 1858-1871; Part II: Federal Reserves 1871-1930*. Kwantlen First Nation, 2010.
- DM Group Landscape Architects & Park Planners. *Langley Township Country Roads: Identification & Maintenance Guidelines*. Township of Langley, 1994.
- Douglas Day Committee. *Langley's Historical Country Stores*. 2016.
- Greater Vancouver Regional Parks. *Taking a Chance: Homesteading in Campbell Valley, South Langley, 1880s to 1940s*. Greater Vancouver Regional District, 1990.
- Gasperdone, Herb. *Fowl Memories*.
- Griffiths, Robert Owen Lloyd. *Growing up in Langley*. Langley: Alder Grove Heritage Society, 2015.
- Johnson, Wellwood R. *Legend of Langley: An account of the Early History of Fort Langley and an Intimate Story of the Lives of Some, But Not All, of the Early Pioneers of the District of Langley*. Langley Centennial Committee: Evergreen Press Limited, 1958.
- Kluckner, Michael. *The Pullet Surprise: A year on an Urban Farm*. Vancouver: Raincoast Books, 1997.
- Langley Heritage Advisory Committee. *The Community Halls Sourcebook*. Township of Langley, 2015.
- Langley Memorial Hospital Heritage Committee. *The Hospital on the Hill: A History of Langley Memorial Hospital, 1948-1998*. Langley Memorial Hospital Heritage Committee, 1997.
- Langley Municipal Council. *Langley: Its Industrial, Lumbering and Agricultural Advantages; A Fraser Valley Municipality, Situated on the South Shore of the Fraser River, Ten Miles East of New Westminster*. Murrayville, B.C., Municipal Council, Murrayville, 1919. BC Archives Library NWp 971.3L L283]
- Langley Writer's Guild, comp. *Echoes From the Past: A Collection of Oral Histories and Personal Accounts*. Langley: Langley Writer's Guild, 1991.
- Langley Meals on Wheels. *Reminiscences, Recipes & Remedies*. 2011.
- Luxton, Donald. *Building the West: The Early Architects of British Columbia*. Vancouver: Talonbooks, 2nd ed., 2007.
- McKelvie, Bruce. *Fort Langley, Outpost of Empire*. *Vancouver Daily Province*, 1947; 1947; Reprinted Toronto: Nelson, 1957.
- MacLachlan, Morag, ed. *The Fort Langley Journals, 1827-1830*. Vancouver: UBC Press, 1998.
- McTaggart, Harry, Maureen Pepin & Norman Sherritt. *History of Langley Schools: 1867-2004*. Sponsored by the Langley Retired Teachers Association & the R.R. Smith Foundation; published by the Alder Grove Heritage Society, 2005.
- Neary, Kevin, Traditions Consulting Services Inc. *Cultural Heritage Sites Literature Review. Cultural Heritage Site Database Printout*. Kwantlen Territory Knowledge Project: Kwantlen First Nation, 2011.
- Novakowski, Ken. *The Langley Affair - Connie Jervis, 1939-40*. *Teacher Newsmagazine*, Volume 24, Number 5, March 2012.
- Pepin, Maureen L. *Roads and Other Place Names in Langley B.C. Township of Langley*. Langley Centennial Museum, 1998.
- Sharon United Church. *1990 and Counting: A History of Sharon United Church*. Sharon United Church, 1989.
- Shuman, Bessie. *The History of the West Langley Community Hall*. 1981.
- Sommer, Warren. *Canucks in Khaki: Langley, the Lower Mainland, and the Great War of 1914 to 1918*. Langley: Langley Heritage Consultants, 2017.
- Sommer, Warren. *Frail Memorials: The Cemeteries of Langley*. Township of Langley: Langley Centennial Museum, 2005.
- Sommer, Warren. *From Prairie to City: A History of the City of Langley*. City of Langley, 1999.
- Sommer, Warren. *Nothing Without Effort: A History of Langley*. Township of Langley, Langley Centennial Museum, 2008.

OUR SHARED HISTORY: TOWNSHIP OF LANGLEY HISTORIC CONTEXT & THEMATIC FRAMEWORK

- Sommer, Warren & Kurt Alberts. *Langley 125: a Celebration*. Langley: Birthplace of BC Gallery, 1998.
- Township of Langley: *Langley's Heritage: A Listing of Heritage Resources*. Langley, (Langley Centennial Museum, Township of Langley, 2nd ed., 1999).
- Waite, Donald E. *The Langley Story: An Early History of the Municipality of Langley*. Don Waite Publishing, 1977.
- Watt, K. Jane. *Agriculture in Langley: A Historical Resource*. Langley: Langley Centennial Museum and National Exhibition Centre, 1998.
- Watt, K. Jane. *Milk Stories: A History of the Dairy Industry in British Columbia, 1827-2000*. Dairy Industry Historical Society of British Columbia, 2000.
- Watt, K. Jane. *High Water: Living with the Fraser Floods*. Dairy Industry Historical Society of British Columbia, 2006.
- Watt, K. Jane. *Overview of the Hudson's Bay Company Farming Operations in Langley, 1827 to 1900*. Township of Langley, 2014.
- Watt, K. Jane. *Places of Her Heart: The Art and Life of Barbara Boldt*. Fenton Street Press, 2012
- Watt, K. Jane, ed. *The Berry Family: Belmont Farm*. 2006.
- Watt, K. Jane, ed. *The Blair Family: Langview Farm*. 2006.
- Watt, K. Jane, ed. *The McKay Family: A Glen Valley Farm*. 2006.