



OIL REFINERIES OF PORT MOODY

THE BRITISH COLUMBIA REFINING COMPANY was incorporated in 1908, occupying the south shore of the Inlet on the old CPR Rail site. For many years it used the first train station as an office. The tanks were built up the hillside where the oil barrels could be rolled over the rail line to a platform. The oil was then pumped by a powerhouse through the stages of the refining process. Refined oil ended up in steel tanks on the hill. By 1912 the refinery processed 25,000 barrels of crude oil a month and employed 25 Europeans.

The Imperial Oil Company (Ioco) built in 1914 on the North shore of Burrard Inlet. However, crude oil wasn't processed there until 1915 as the first tanker load of oil was captured by Germans in the Pacific. By 1919, the refinery processed 2,000 barrels of crude a day. After being rebuilt in 1952-53, the facility was able to process 25,000 barrels of crude each day.

Most of the 240 men who worked at the plant originally commuted from Port Moody by ferry or walking along the rail spur. Soon a shanty town of employee grew around the site and in 1921 the company began building an adjacent town-site. This town eventually contained 83 houses, 2 stores, a school, 2 churches, a community hall, a post office, a bowling green and clubhouse, tennis courts and a sports field. This site served the plant workers, their families and the sailors aboard the tankers docked there.

The town had a lively social life with regular dances and social gatherings. The baseball team, the Ioco Imperials, were known as a powerhouse team and were champions of the Vancouver Terminal League in 1934 and 1935. The bowling green was considered among the best in the province and the Ioco Club won the BC Lawn Bowling Association's tournament in 1938.

The refinery was shut down in 1995 and in 2002 the town-site was established as a Heritage Conservation area. Many of the buildings are still on the site today.

OBJECTS:

Bottle of Esso Handy Oil like that refined at Ioco

Jar containing cloth soaked in blue marine oil to smell (DO NOT OPEN)



STEEL MILLS OF PORT MOODY

PORT MOODY STEEL WORKS, the first mill in Port Moody, started in 1914. The mill was purchased from another location and moved to Port Moody. It produced rails for the railroad from scrap iron. The mill only operated until 1920 and then went bankrupt when the need for steel declined after WWI. Port Moody Steel Works was the product of a deal with the City of Port Moody. In response to incentives from the federal government, the City financially backed the creation of this mill. When the mill went bankrupt, taxpayers were upset with the debt the City had incurred.

Canadian Western Pipe Mills purchased the same property and started production of steel pipe in 1954. Rather than making steel from iron ore, this steel mill recycled existing steel parts, melting them down and reforming them into pipe. Canadian Western Pipe Mills was bought out twice and operated under different names until 1973 when IPSCO (International Steel and Pipe Corporation) took it over. The IPSCO mill was in operation until 1989 when it was shut down permanently. Many men were employed at these steel mills during their time in Port Moody.

OBJECTS:

Bag of coal like that used in making steel (YOU CAN OPEN)

Two pieces of steel pipe like that made at IPSCO



A TRANS-CANADA RAILWAY

IT was the dream of Prime Minister Sir John A. Macdonald to build a trans-Canada railway from Montreal to the Pacific Ocean. The people of BC liked this idea and on July 20th, 1871, joined into confederation with the other provinces of Canada upon the promise of this railroad and the payment of BC's existing debts.

It took 10 years of surveying to determine the best route across Canada. Eventually, Port Moody was selected as the Western terminus for the line. The estimated cost for building the line was \$100,000,000. Work began on the Pacific Section in late 1879. The Fraser Canyon section was one of the most difficult and expensive to build. This section required 7,000 workers building 15 tunnels. The section from Yale to Port Moody was finished in 1884 and trains began to travel regularly from Port Moody to the interior of BC carrying supplies to the railroad workers.

Over 6,000 Chinese helped build the line through the Fraser Canyon, one of the most challenging sections of the railroad. Chinese workers were often given the most dangerous jobs such as blasting, meaning death for many. It is estimated that 4 Chinese labourers died for each mile through the Fraser Canyon. Deaths were not only caused by dangerous work but also by malnutrition, disease, improper clothing and poor working conditions.

As work continued in BC, workers were constructing the eastern portion of the track from Montreal. Eventually the two tracks met in Craigellachie, BC on Nov. 7th, 1885, and the last spike was driven. A train from the East arrived the next day but the first scheduled passenger train from Montreal—led by Engine 371—arrived on time on July 4th, 1886.

Much of the growth of Port Moody was because of the railroad. When people learned Port Moody would be the end of the line, many bought land and opened up businesses. Businesses providing railroad track, meat for the workers, housing for labourers and telephone services survived because of the business from the railroad construction. Unfortunately for the past residents of Port Moody, the Canadian Pacific Railway Company decided to extend the line further to the West. The new line was completed in 1887 making Vancouver the terminus.

OBJECTS:

Telegraph like that used by the railroad to send messages about the trains
(TYPE A MESSAGE)

A piece of railroad track like that laid across Canada (LIFT THIS)



AN EARLY PORT / A MODERN PORT

SINCE the days of the fur trade, Port Moody was used by the Hudson's Bay Company to bring supplies to Fort Langley. Port Moody's role increased with the beginning of the Cariboo gold rush. At this time, BC's population grew from approximately 250 to 30,000 non-First Nations people in less than two years. James Douglas, Governor of the Vancouver Island crown colony, asked the British government to help keep control over the area. The British government proclaimed BC a crown colony and sent 165 Royal Engineers under the command of Colonel Richard Clement Moody.

Col. Moody's role in the colony was to provide military support and to carry out major building projects. Moody led the "sappers" or Royal Engineers in surveying and construction. Col. Moody chose New Westminster as the best location for the capital of the new colony. The Engineers began building roads to provide trade routes and protection for the new town. One of these was North Road which travels directly north from New Westminster was the first road into Port Moody. At this time, ships came into Burrard Inlet which was ice free during the cold winters of the 1850s and 60s when the Fraser River was blocked. Because of his important work in BC, Capt. George Richards named Port Moody after Col. Moody in 1860.

In 1863 the Royal Engineers were recalled to England but sappers who chose to stay were given a 150 acre land grant. Most sappers and their families decided to stay. Four of these men were given land grants in Port Moody. Only one of whom, John Murray, eventually settled here in 1883. Murray Street is named for this man.

Port Moody's role as a port gained importance with the building of the railroad. The railroad allowed logs to come from the forests to the sawmill and be sent by railroad or ship to other places. Port Moody's port was also very active with the cargo ships serving the oil refineries throughout the 1900s.

Today, Port Moody is part of the larger Vancouver Port Authority. Most of the ships coming into and out of Port Moody are for Pacific Coast Terminals (PCT). PCT moves sulfur and chemicals from other provinces and loading it onto ships that are sent around the world. PCT receives more than 150 ships and 48,000 rail cars each year. These carry more than 3.5 million tonnes of sulfur and 700,000 tonnes of bulk liquid.

OBJECTS:

Spyglass used by early ship captains to look for objects far away

A bottle of sulfur like that transported by Pacific Coast Terminals today



PORT MOODY AND THE FUR TRADE

THE NATIONAL SYMBOL of Canada is the beaver. This animal is the reason why much of Canada was settled by Europeans. By 1800, beavers had been hunted to near extinction in Europe. Yet Europeans still wanted the soft undercoat of the beaver for hats and other clothing items. The Hudson's Bay Company (HBC) saw there was money to be made in bringing beaver furs from the new territory now called Canada. The HBC began building forts throughout Canada to allow First Nations and other fur trappers to trade their furs. These furs were then sent back to England and sold for a lot of money.

In traditional First Nations culture the only resources taken from the land were those needed for survival. The fur trade changed this. First Nations people saw the benefit of trading furs for items such as blankets, kettles and guns which made their life easier and more comfortable. As long as the HBC would pay traders for furs, traders kept trapping beavers, no matter how few there became.

As the beaver was hunted more and more, the HBC continued to move its trading posts further and further west. In 1828 HBC built a new fort in BC and named it Fort Langley. In 1832, the Chief Factor of Fort Langley wrote that Fort Langley was up from 1400 to 2500 beaver. At the time of Fort Langley's height in the 1840s, the beaver was in highest demand.

Beavers and other animals were trapped throughout what we know as the lower mainland. First Nations traders from the North shore used Port Moody as a trade route to Fort Langley. The traders would paddle south to where Noons Creek enters Burrard Inlet, then travel overland to the Pitt River, and continue up the Fraser River.

OBJECTS:

Otter fur like that hunted by trappers and sold to Asian traders

Beaver fur like that traded to the Hudson's Bay Company



SHELL FISHING

SHELL FISHING is the oldest of all the industries in Port Moody area. For hundreds of years before Europeans came to Canada, First Nations came to the Port Moody area for their summer camps. Most of these were part of the Coast Salish group and may have included Squamish, Musqueam, Katzie and the Sto:lo clans Kwikwetlem and Kwantlen.

Evidence of early camps has been found around the north end of the Burrard Inlet in shell middens. These middens contain shells leftover from years of eating the local mollusks, clams and mussels and show that this area was used by First Nations for many years.

The climate and the natural resources made the inlet an ideal place in the summer. Here, First Nations people worked hard to collect enough food for the winter. From the sea and rivers, they caught salmon, cod, sturgeon and herring. Seals and porpoises were abundant in the inlet waters and were caught with harpoons. Clams, mussels and oysters were collected along the shores.

As people from other parts of the world settled in this area, they too took advantage of the local shell fish resource. The Japanese who settled here were known for their ability to catch crab and other shell fish. Prior to WWII there were many Japanese living in Port Moody. Shell fish such as crab, clam and mussels were a big part of the Japanese diet. When Japan became an enemy of Canada during WWII, these Japanese were moved to internment camps away from the coast. The Canadian Government feared that Japanese-Canadians on the coast may help Japan in the war.

Shell fishing still plays a role in Port Moody. Crab fishing boats can regularly be seen in the waters of Burrard Inlet. However, the Canadian government now closely controls the number and size of crab and other shell fish caught so these resources will be available for years to come.

OBJECTS:

A crab trap, 4 crab and a measuring device to check the size of the crab



PORT MOODY ~ A LUMBER TOWN

THERE HAVE been many sawmills in the history of Port Moody. The first was Pioneer Lumber built about 1883 on the north shore of Burrard Inlet at Port Moody. It likely became Burrard Inlet Red Cedar and lasted until about 1905. The longest running mill was built as the Emerson Mill in 1905. It became the Thurston Mill in 1912, then Flavelle. The Flavelle Mill is the last operating mill on Burrard Inlet.

Before 1900, many of the logs used by the Port Moody sawmills came from trees in nearby areas. However, these areas were soon completely logged and mills had to buy trees cut from further away. Some companies owned land where trees could be cut. These companies would hire a crew of loggers to cut down the trees in that area and float them by barge or log boom into Burrard Inlet. From there, the logs would be cut into shingles and siding and sent by ship or railcar to where they were needed.

Although sawmills employed hundreds of men, lumbering life was rough. Accidents and fires were common, injuring many men and causing many mills to shut down. Workers in the mill were divided by race and skill, with race being most important. The best and highest paying jobs were given to white workers, while Asian workers were rarely promoted, earned less, and worked the more unpleasant jobs. Many people in BC thought the Chinese, Japanese, and Sikh mill workers were taking jobs away from white workers and did not hire them. However, because the Asians were good workers, most mills kept giving them jobs.

Sawmills were dependent on a strong economy. In the early years of Port Moody's sawmill industry, the demand for building material in the Prairies kept money coming in. However, when times were hard, men lost jobs and some mills closed. In recent times the forest industry has gone from boom to bust because of the energy crisis, environmental concerns, softwood lumber trade and global warming.

OBJECTS:

Bottle of cedar sawdust from the Flavelle Mill

A cedar shingle like those made in most Port Moody mills