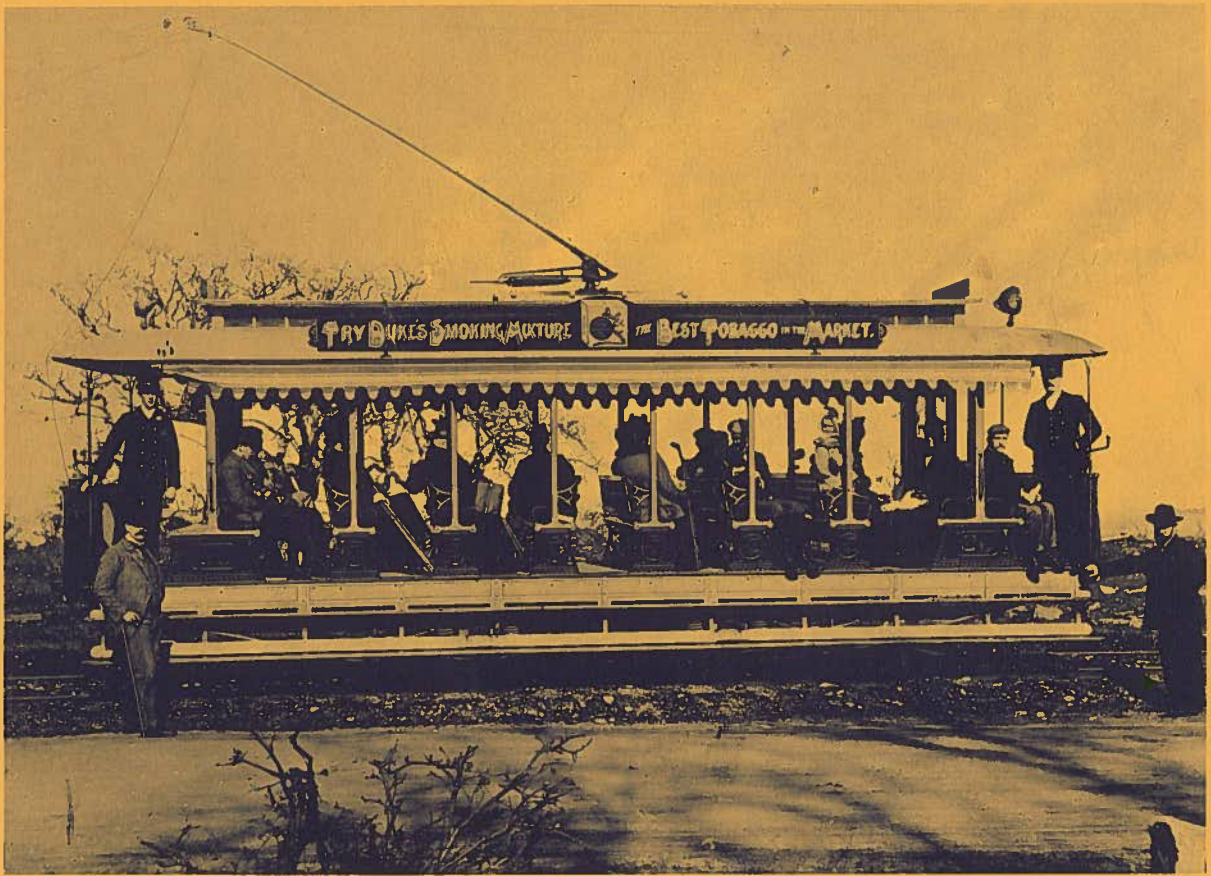


THE CORPORATION OF THE DISTRICT OF

OAK BAY



1906 - Golden Jubilee - 1956



Fifty Years of Growth

SOUVENIR BOOKLET

Complimentary.

PRICE 50c
(TAX INCLUDED)

THE CORPORATION OF THE DISTRICT OF

OAK BAY

1906 - Golden Jubilee - 1956

FIFTY YEARS OF GROWTH

FRONTISPIECE

This is a picture of the old B.C. Electric Railway Company's open street car, known as the "golfers' special," operating to the end of the line at Newport Avenue and Windsor Road.

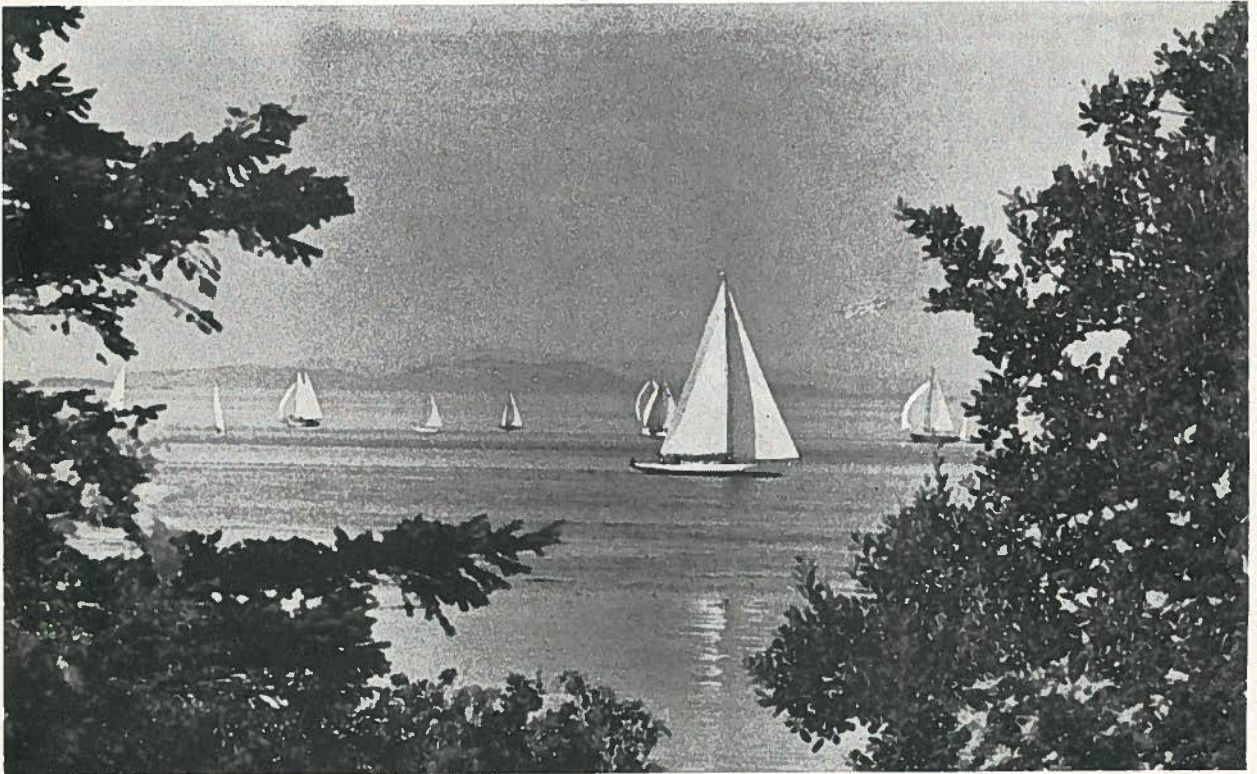


This souvenir booklet is published by

THE ANNIVERSARY COMMITTEE OF THE COUNCIL

to commemorate the Fiftieth Anniversary since Incorporation.

COUNCILLORS: Geo. Murdoch (chairman), J. V. Johnson, C. H. G. Mann.



BEAUTY, WHERE ONCE INDIAN WAR CANOES RANGED
Yachts off the Royal Victoria Yacht Club. Uplands.

Introduction . . .

By

REEVE F. E. NORRIS



REEVE F. E. NORRIS

THIS historical sketch is brought to you to commemorate the fiftieth year of incorporation. The booklet, like the municipality, is the culmination of the efforts of a good many people. I will not attempt to thank them individually, but do want to express my appreciation for their interest and contributions. Special mention must be made of the time and effort contributed by Chairman George Murdoch

in arranging all the publishing details and our engineer, Arthur Musgrave, upon whose shoulders not only fell all the spade work, but also the final editing; as usual, it is a job well done.

The essence of government at the municipal level is the personalized administration of small communities working together in harmony. The wisdom and effectiveness of such philosophy is exemplified in the growth and soundness of your community through its fifty years. Oak Bay today is a tribute to all those that have had a part in its evolution, that far-sighted group of men who applied for its charter; the reeves and councils that followed; the police commissions; town planning commission; school boards; administrative officers; staff, and above all, the residents.

Today, Oak Bay has grown into a community in which you need not hesitate to exhibit your pride. It was founded as a residential municipality and has been governed by that principle ever since. It has not been spectacular in its growth, nor has it been backward in its thinking. I am sure that in the next fifty years it will continue to flourish through the support, loyalty and efforts of all of us who make our homes within its boundaries.





W. E. OLIVER
1906-08 and 1912-1914-1915



WM. HENDERSON
1909-1911



F. M. RATTENBURY
1913



M. P. GORDON
1916-1917



N. T. BURDICK
1918 (to April 9)

FORMER
REEVES



C. E. WILSON
April 17, 1918 to Dec. 1919



S. J. DRAKE
1920-1922



H. F. HEWLETT
1923-1924



H. ANSCOMB
1925-1927



E. C. HAYWARD
1928-1932



THE HON. R. W. MAYHEW
1933-1935

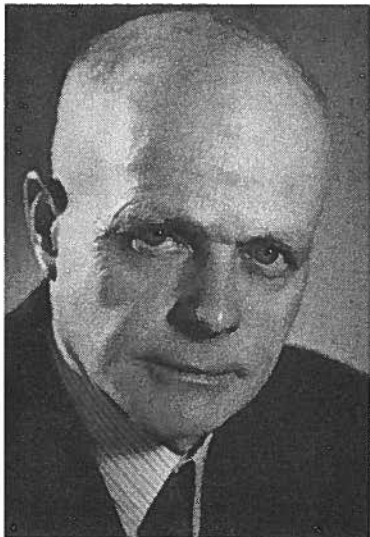
OF
OAK BAY



R. R. TAYLOR
1936-1940



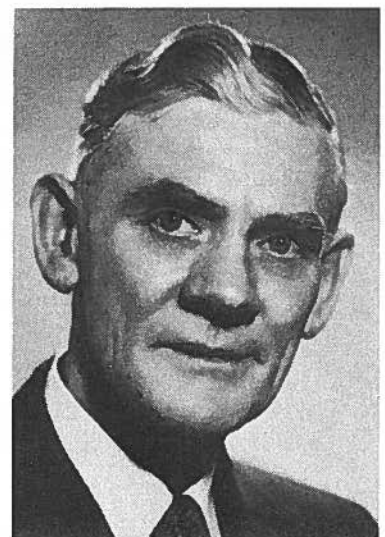
W. L. WOODHOUSE
1941-1945



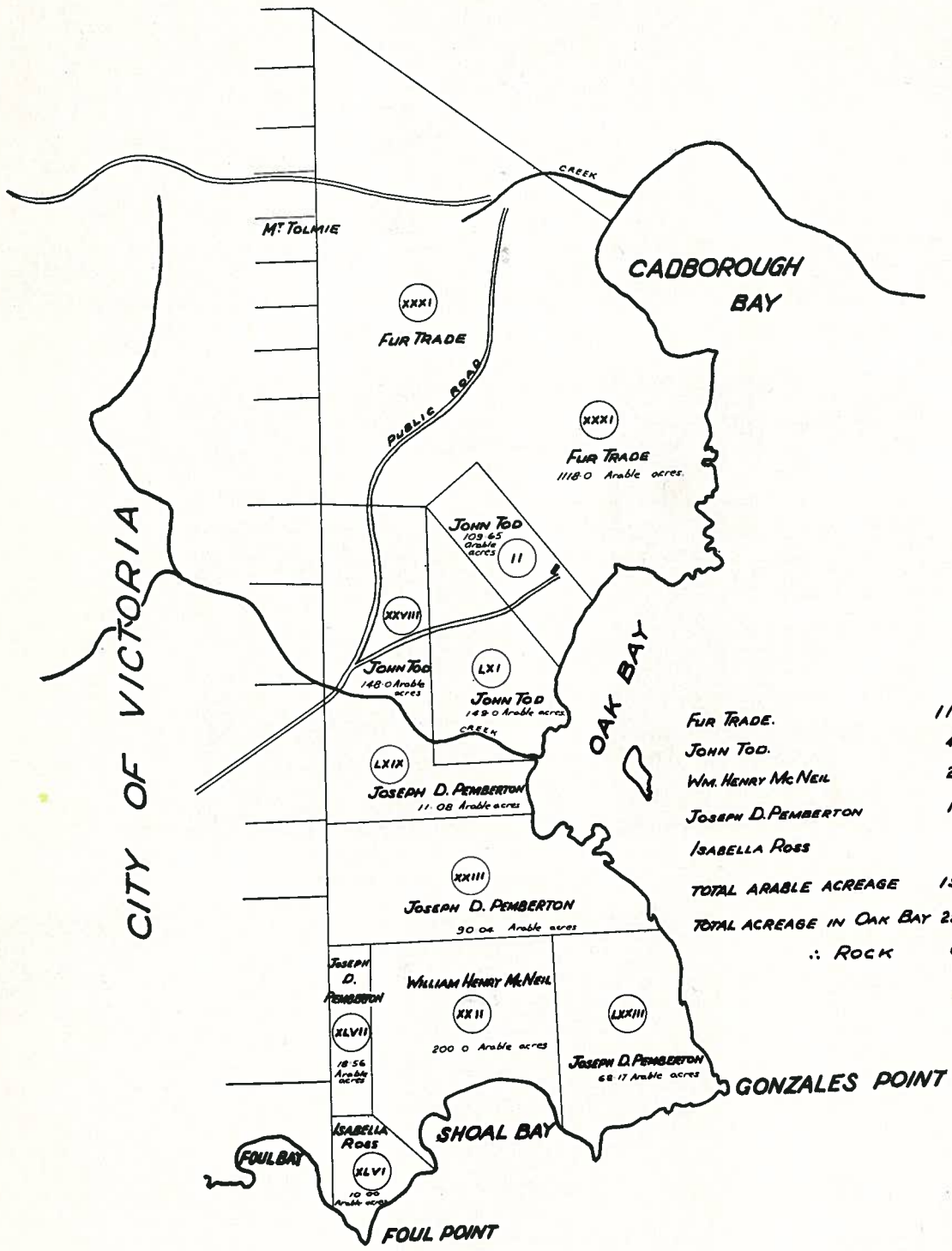
W. M. WALKER
1946-1947



R. A. WOOTTON
1948-1949



P. A. GIBBS, M.L.A.
1950-1953



FUR TRADE.	1118. ARABLE ACRES
JOHN TOD.	406.65 " "
WM. HENRY McNEIL	200.00 " "
JOSEPH D. PEMBERTON	187.85 " "
ISABELLA ROSS	10.00 " "
TOTAL ARABLE ACREAGE	1922. ACRES
TOTAL ACREAGE IN OAK BAY	2552. " "
∴ ROCK	630. " "

VICTORIA OFFICIAL MAP OF 1858

IN EARLY DAYS

"Landing at the Hudson's Bay Company fort you can imagine our feelings on being surrounded by hundreds of Indians. . . . My father had 17 men allotted him for his farm named the "Uplands" which he had to make. . . . My father lived about four miles from the fort on his farm (Uplands), and being at the mercy of the Indians they made frequent raids upon his cattle. . . . On one occasion a band of Cape Fox Indians attacked him, struck him from behind, fractured his skull."

This is not a G. A. Henty story, it is an extract from notes made by Charles Alfred Bayley, a pioneer school teacher, business man and hotelkeeper, who landed from the "Tory" in 1851. One hundred and five years later this same location is one of the most beautiful subdivisions in Canada; the Royal Victoria Yacht Club property being very close to this early log house.

In 1854 James Douglas (later Sir James) wrote to Archibald Barclay, London, England, extracts follow:

"About noon the 26th of May, Thomas Grenham arrived from the Cadboro Bay Farm, in a state of great alarm, with a report that the place had been attacked and taken by several hundred Indians, and that he had with difficulty escaped from their hands. . . . The Indians who committed the deed had made a precipitate retreat. . . . I learned they had attacked Mr. Baillie. . . . He fought stoutly and knocked two of them down before he was himself felled to the ground by a blow on the head."

It is hard to believe that so comparatively a short time ago actual scalps were hung over the Indian log houses in what is now the Municipality of Oak Bay.

Mr. Wilson Duff, Provincial Anthropologist, has very kindly given the following information:

"THE INDIANS OF OAK BAY"

PREHISTORIC:

No one has made a detailed study of the archaeology of Oak Bay, but enough is known to say that Indians have lived here for perhaps a few thousand years. In his "Archaeology of the Gulf of Georgia and Puget Sound" (1907) Harlan I. Smith states: "Shell-heaps were found on the Bowker Farm at Oak Bay about a mile north of Oak Bay Hotel; and a quarter of a mile north of these were others" (p. 357). He describes several artifacts found in this site. He also describes the remains of fortifications, house sites, and burial places on the point in Cadboro Bay just south of the present Yacht Club.

Prehistoric burial cairns were also a prominent archaeological feature of the Uplands area. In "Cairns of British Columbia and Washington," by H. I. Smith and G. Fowke, page 58, we find:

"About four miles northeast of Victoria, on land belonging to the Hudson's Bay Company, and

sloping eastward toward Cadboro Bay, were several hundred cairns made of boulders, apparently taken from a parent outcrop at this place. It was here that Messrs. Deans, Hastings, Newcombe, and other members of the Natural History Society of Victoria, as well as Professor Boas, Professor Von den Steinem, and Dr. Dorsey, made their principal examinations of cairns. Here and generally in the vicinity of Victoria the custom of constructing cairns seems to have had its highest development. The type of structure appears to have undergone modification with increasing distance from this point."

These cairns covered single bodies, buried without grave offerings. We do not know their precise age, but guess that they may have been used between 500 and 2000 years ago.

HISTORIC:

In historic times Oak Bay was within the territory of the Songhees Indians. The Songhees (Songish, Lekungen) spoke the Straits Salish language, used also by the Sooke, Saanich, Semiahmoo, Lummi, Samish and Klallam tribes. Straits Salish is one of several "Coastal Salish" languages spoken about the Gulf of Georgia and Puget Sound.

Before the establishment of Fort Victoria, the Songhees consisted of a number of independent local groups who had their winter villages in the bays from Cordova Bay to Beecher Bay, and who moved to San Juan Island and other places in the summer to reef-net salmon. Authorities don't agree on the number of these groups, or which one (or two) lived at Oak Bay, but Professor Boas named 12, with one at Oak Bay called Sitchanetl (accent second syllable).

When the fort was established, several of the groups including the one from Oak Bay moved into the harbour, forming a composite group that came to be called Songhees (from the name of one of the groups, Stsanges). No doubt Oak Bay was used as a camping site by its former owners—and by northern tribes visiting Fort Victoria—for many years after that time."

No early history of Oak Bay would be complete without reference to the "Fur Traders" as they were called on the Victoria official map of the area of 1858. The Hudson's Bay Company were one of five owners of the whole municipality who were as follows:

"Fur Traders"	1118 acres
John Tod	406 "
Wm. H. McNeil	200 "
Joseph D. Pemberton	188 "
Isabella Ross	10 "
<hr/>	
Total arable acres	1922
Rock	630
<hr/>	
Total acreage	2552

Photos by
Courtesy of
B.C. Archives



JOHN TOD



The Old Tod House

John Tod's history has been excellently written elsewhere by Mrs. Madge Hamilton (nee Wolfenden) and is on file in the Provincial Archives; suffice it to say that he was born in Scotland in 1794 and died in 1882, living in his declining days in Oak Bay in what is now the oldest standing home in the municipality. He rose through successive steps to the highest position of Chief Trader of the Hudson's Bay Company and was a member of Governor Douglas's First Council.

His second daughter, Mary Tod, married John Sylvester Bowker in May 1864. Her grandson lived in Oak Bay until recent times, and now lives up-Island.

It is interesting to note on an old map of 1855 that we have "Tod's Stream" later named "Bowker Creek." We also have Mary Tod Island called after the original Mary Tod (erroneously called at times "Jimmy Chicken Island").

The old Tod house, still in excellent preservation, stands at 2564 Heron Street, now owned by Colonel T. C. Evans. It contains some fine metal bracket work and stout old timbers. Curiously enough several rooms have doors under 6 feet in height.

The early 1858 plan shows a rough road which corresponds with Cadboro Bay Road, a branch from which terminates at the old Tod house. Apparently what is now Tod Road was the avenue leading from Cadboro Bay Road to the Tod house.

Dealing with the next of the five original owners of Oak Bay we get Wm. H. McNeil, who was Captain of the Hudson's Bay Company ship "Beaver." He had a large farm running to the shore of what is now "McNeil Bay," commonly known as "Shoal Bay."

The next owner was Joseph D. Pemberton, Surveyor-General of the original Crown Colony, who was a great factor in the early orderly development of the Province. Amongst his direct living descendants are Mrs. H. R. Beaven; Mrs. S. Deane-Drummond; Mrs. H. C. Holmes; Mrs. L. deS. Duke; and Commander F. J. D. Pemberton, R.C.N.

Last of the five owners was Mrs. Isabella Ross, a daughter of Capt. McNeil, after whom Ross Bay was named.

FROM 1850 TO 1900

For some 40 years, growth was slow in the Oak Bay area. In March 1891, a wide-awake group of people suddenly realized the potentialities of the beautiful bays so close to Victoria. The "Sunday Colonist" of March 29th, 1891, refers to the Incorporation of the Oak Bay Land and Improvement Company Ltd. They state, "3000 shares of \$100.00 each compose the capital stock which is fully subscribed. Amongst shareholders are Major Dupont of this city; T. H. Hamill of Toronto; John White, ex-M.P. of Belleville; two big timber operators, and John Paterson of New Westminster. The intention of the company is to open out and develop that beautiful suburban spot Oak Bay Beach. In doing so, they will construct roads, build sidewalks, construct wharfs, erect a large and expensive hotel and do all else that is necessary and expedient."

"The approach for steamers is excellent, three and one-quarter fathoms being the average depth of the bay, while the direct entrance for the Vancouver and Puget Sound steamers which are to be induced to call, could not be better than it is. In addition to running passenger cars to the new seaside resort the Tramway Company have decided to run freight vans to meet the convenience of families summering at the beach, as well as those making it their permanent home. Clearing and grading is to go forward immediately, and the erection of the hotel will go forward as soon as the plans leave the hands of the architect, Mr. Teague, who is now hard at work on them."

"The Company propose to reserve three blocks, about 10 acres, for the hotel, baths and necessary buildings in connection, and to offer special inducement to encourage the erection of really first class residences upon the remainder. The land will not be sold for speculation under any circumstances, nor will it be disposed of at all unless the purchaser intends at once to improve it. A good class of residents will thus be secured and the resort will be made a credit to the province in which it is destined to become one of the most beautiful and popular resorts. The land is not cut up into small lots and all the sites are decidedly eligible, the slope to the sandy beach being a gradual one, and a magnificent view being from every point obtainable."

"The island in front of the bay protects it, and during the entire summer the water is clear and warm. Already plans are being drawn for several fine residences to go forward this summer."

The above was clearly written looking through rose-coloured glasses. However, there was much truth in it. For example, look at the Willows Beach on a fine summer afternoon. Their vision of C.P.R. boats docking at Oak Bay is worthy of note, perhaps we have missed a bet?

The first class hotel they anticipated was in fact fully realized, as the photo shown proves.

The Mount Baker Hotel, near the corner of Currie Road and Beach Drive, was built in 1893 and owned by the Canadian Settlers Company of London, England. Mr. Joseph Virtue was the first manager. Oldtimers of Oak Bay will well remember this genial host. They were proud of the fact that in 1901 their guests included the Duke and Duchess of York.

However, in September 1902 the hotel was destroyed by fire. Later a new building was erected a few blocks from the original location, the name being changed to "Oak Bay Hotel," now known as "The Old Charming Inn." While staying at the Oak Bay Hotel in the year 1907 Rudyard Kipling wrote the following eulogy of Victoria in general, but particularly Oak Bay:

"To realize Victoria you must take all that the eye admires most in Bournemouth, Torquay, the Isle of Wight, the Happy Valley at Hong Kong, the Doon, Sorrento and Camp Bay, add reminiscences of the Thousand Isles and arrange the whole around the Bay of Naples with some Himalayas for the background."

Several links with the earlier days still exist, for example, the original "Willows Hotel" at the corner



MOUNT BAKER HOTEL, NEAR CORNER OF BEACH DRIVE AND CURRIE ROAD
Built in 1893 and destroyed by fire in 1902.



OLD WILLOWS HOTEL, Corner of Cadboro Bay Road and Willows Road (now Eastdowne)
this building was successively, a hotel, with bar; private school; and now has been
converted to apartments.

of Cadboro Bay Road and Eastdowne Road, built in 1864; Mr. Wm. Louden was its first proprietor. The hotel changed hands in 1865; an advertisement of the hotel in *The Daily Colonist* of that year reads in part: "An omnibus runs every Sunday."

It has been renovated in recent years and turned into apartments, but the early photo reproduced here shows the original building is still standing.

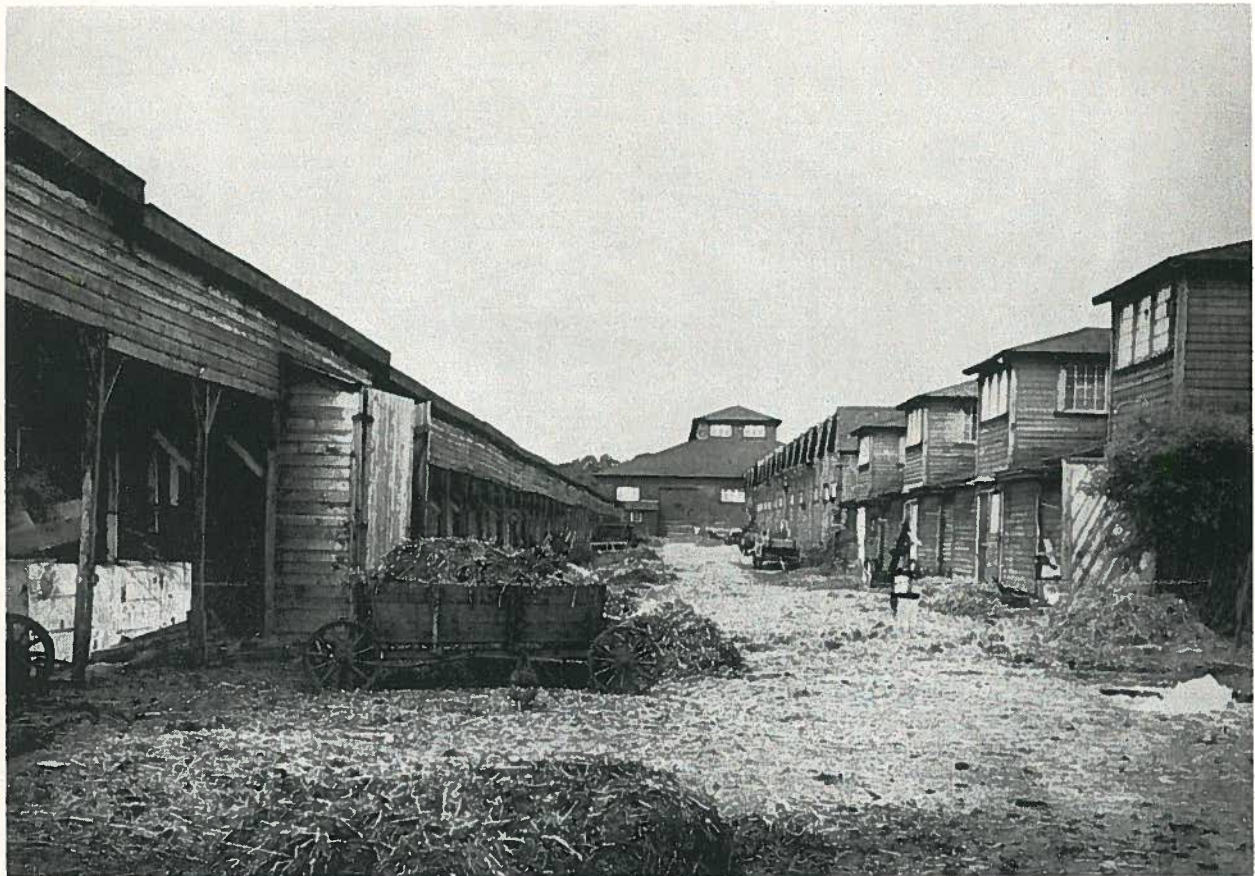
Early exploratory voyages are excellently recorded on a cairn erected in Walbran Park. It is probably news to most people that this Historic Sites Monument Board of Canada plaque exists at all. It is erected in Walbran Park which is reached by driving to the blind end of Denison Road and then walking a hundred yards to the lower plaque—incidentally the view from the upper plaque is unsurpassed; it covers a 360° circle of the lower end of Vancouver Island. The name "Walbran" is called after Capt. John T. Walbran, author of "B.C. Coast Names." It is well worth a visit on both counts. You can clearly follow the search for the mythical "Northwest Passage." Names commemorated in our streets, waters and hills occur, such as, Quimper, Juan de Fuca, Barkley and Gonzales.

In 1887, the City of Victoria built the first section of the Exhibition Grounds, the centre-frame-building being quite imposing. In 1907, these buildings were burned down and new ones less imposing were erected in their place. Horse racing and exhibitions were held annually on this site for many years, but it gradually became apparent that the growth of Oak Bay as a residential community made its activities incompatible with horse stables and racing followers. (An opportunity arose in 1948 to purchase the 70 acres outright for \$120,000.00 from the Randall interests. Showing their usual good judgment the electors of Oak Bay fully endorsed the necessary money by-law.) The views shown illustrate the undesirable character of horse stables in the midst of a good residential area.

Around these years we note the gradual growth of the area causing the first street car system.

Some of the early history of the British Columbia Electric Railway Co. Ltd. has kindly been supplied by Mr. M. H. Collins of that company, through the courtesy of the Vice-President, Mr. E. W. Arnott. This reads in part:

"April, 1891: Mr. M. T. F. Sinclair was



OLD STABLES IN FORMER WILLOWS FAIRGROUNDS
Note piles of manure and rotting buildings.

awarded the contract for grading, construction and completing the tramway line to Oak Bay from the junction of Oak Bay Avenue and Fort Street. It was specified in the contract that the road was to be ready for operation within 30 days. Mr. Sinclair seems to have lost no time in getting a gang of men to work and said he expected to complete the job in three weeks."

The modern reader may wonder at the brevity of the time allowed for this work. This is not so extraordinary when allowance is made for the almost casual way in which the rails and ties were placed in position in the early days.

Mr. Sinclair appears to have carried out his contract within the specified time and cars were operating on the Oak Bay route in June of the same year."

The frontispiece of this booklet shows the "Golfers' Special" taken about 1893. At the extreme left Mr. (later Sir) Frank Barnard, is seen with a walking stick. On the extreme right we have the Traffic Supt., Mr. Harry Gibson, and seated by the driver, Mr. A. T. Goward, later Vice-President from 1922 to 1945. The long skirts of the ladies must have made low scoring at golf difficult.

An interesting photo taken about 1906 shows practically every motor car in Victoria at a gathering at McNeil Bay. Identifying the cars and some of the owners, the cars reading from left to right were: a single cylinder Oldsmobile; Whyte steam car; small Oldsmobile; a re-built car belonging to Dr. Garesche; and a small buckboard driven by John Barnsley. This information has been given by Dr. E. C. Hart who owned the first local motor car. Dr. Hart recalls other early owners such as, Alderman A. E. Todd and W. C. Todd, Capt. Troup and Mr. Stephenson.

Another view of McNeil Bay in the 1890's shows what a beautiful rustic scene it was, with cattle and horses wandering over it.

It is difficult to trace what first caused the three surrounding areas contiguous to Victoria to seek incorporation but within one year (1906) Oak Bay and Saanich were incorporated and in 1912 Esquimalt became incorporated.

On May 19, 1906, a petition requesting incorporation went to the Hon. F. J. Fulton, Provincial Secretary, signed by 103 Oak Bay landowners, something less than half of the 243 entitled to subscribe. The petition was granted, and Letters Patent issued on July 2nd, 1906, signed by Lieutenant-Governor T. W. Patterson.

The first recorded meeting was held at the "School" on Wednesday 13th June, 1906, 35 residents being present. Oldtimers will recall the original Oak Bay school located near what is now 943 Foul Bay Road. It was sold about 1908.

One section of the minutes reads, "The meeting was called at the suggestion of the Oak Bay Improvement Association to discuss some unanimous action in regard to candidates for Reeve and Councillors, with the object of preventing, if possible, the expense and annoyance of an election." On many subsequent occasions this advice was followed, nominations were submitted just sufficient to fill the vacancies. Even 50 years later this good old custom has often prevailed.

Reading the early minutes in 1906 we find such paragraphs as "Economy should be practiced, and if any work is done it should be under the Local Improvement plan as far as possible, it being thought feasible to try and do without an election, which could be ill-afforded."

The first Reeve was the late Mr. W. E. Oliver, whose relatives still live locally. The first members of Council were as follows:

Messrs. Henderson, Haynes, Pemberton, Rattenbury, Noble and Sutherland.

Further extracts from the 1906 minutes read as follows:

"It was moved by Mr. Haynes, seconded by Mr. Rattenbury, that a committee be appointed to look into the matter of a site for the Town Hall; for the time being the office of the municipality to be in Chancery Chambers, Langley Street, and further that a committee be struck to interview Mr. A. T. Goward and see what could be done to obtain electric light for the meetings."

A further minute reads: "Moved by Mr. Haynes, seconded by Mr. Noble, that the words "remuneration to Reeve and Councillors be struck out." For 50 years your Reeve and Councillors have acted without any emolument.

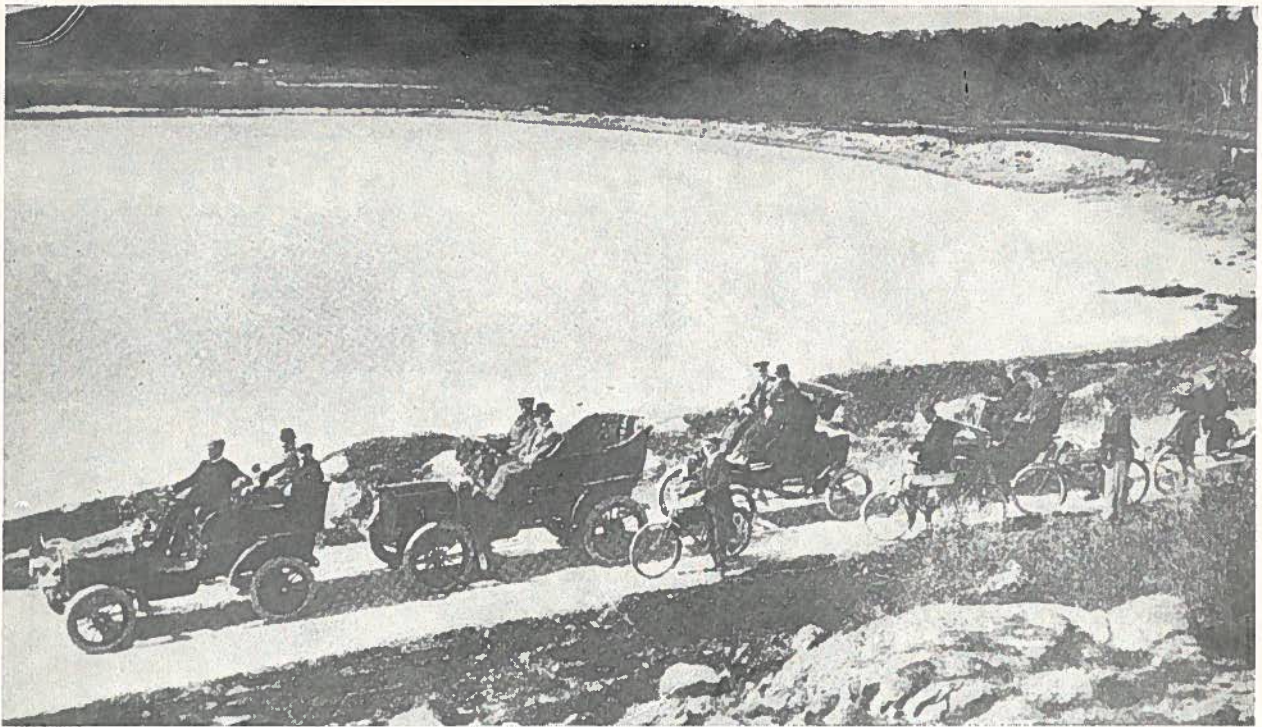
The real horse and buggy days are recalled by a minute of August 13th, 1906, which reads: "Moved, seconded and carried that the Roads and Bridges Committee be empowered to hire a Pathmaster, purchase a horse and dump cart and necessary tools." It is amusing to read a further minute dated May 6, 1907, only nine months later: "It was moved by Councillor Noble and seconded by Councillor Fernie, that as the horse now owned by the municipality is too unwieldy, it be sold."

One of Reeve Oliver's first concerns was apparently to secure an adequate water service. The Council negotiated with the Esquimalt Water Works, owned by the late Mr. J. A. Sayward, with a view to a direct service from them. This accelerated the purchase by the city of the Esquimalt Water Works System, Oak Bay then entering into an agreement to purchase water from the city. This remained in force until the acquisition in 1948 of the Sooke and Goldstream system by the Greater Victoria Water Board, of which Oak Bay is a member.

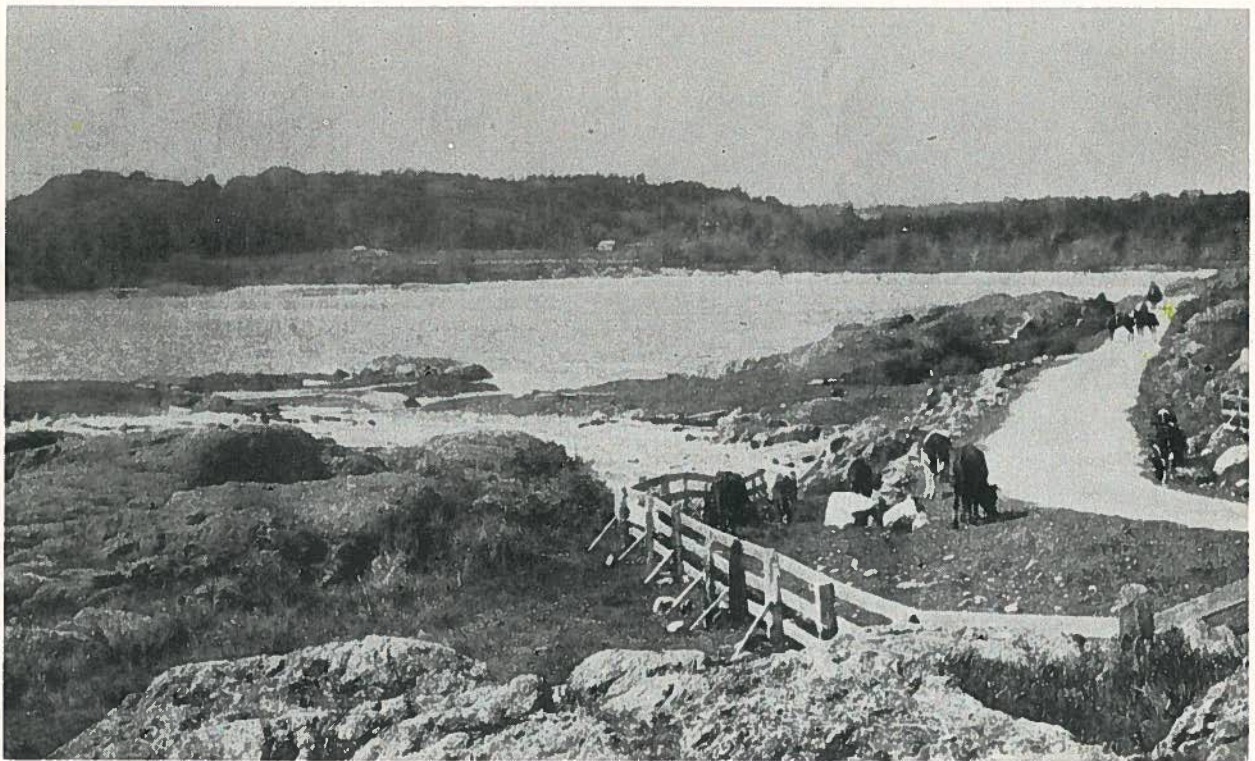
It is significant to note that in 1906 the Council of that date had very sound Town Planning ideas, in that they purchased the four headlands known as Lots A, B, C and D, in the vicinity of the Boathouse, thus preserving the view from Beach Drive along this stretch of the water frontage.

It is very evident from the early minutes that a great boom struck the area around 1910, 1911 and 1912. The paving, sidewalks, sewers, water and storm drains done by Local Improvement surpassed any present day activity. This is remarkable considering the lack of labour-saving devices. An example of this is the photo showing the construction on Newport Avenue at Currie Road. You will note a section of the old high board fence around what is now Windsor Park.

It was at this time that the very beautiful subdivision known as "Uplands" was first laid out. In



THE PRIDE AND JOY OF THE AUTO MANUFACTURERS, 1906 Vintage Cars at McNeill Bay. From an old photo.

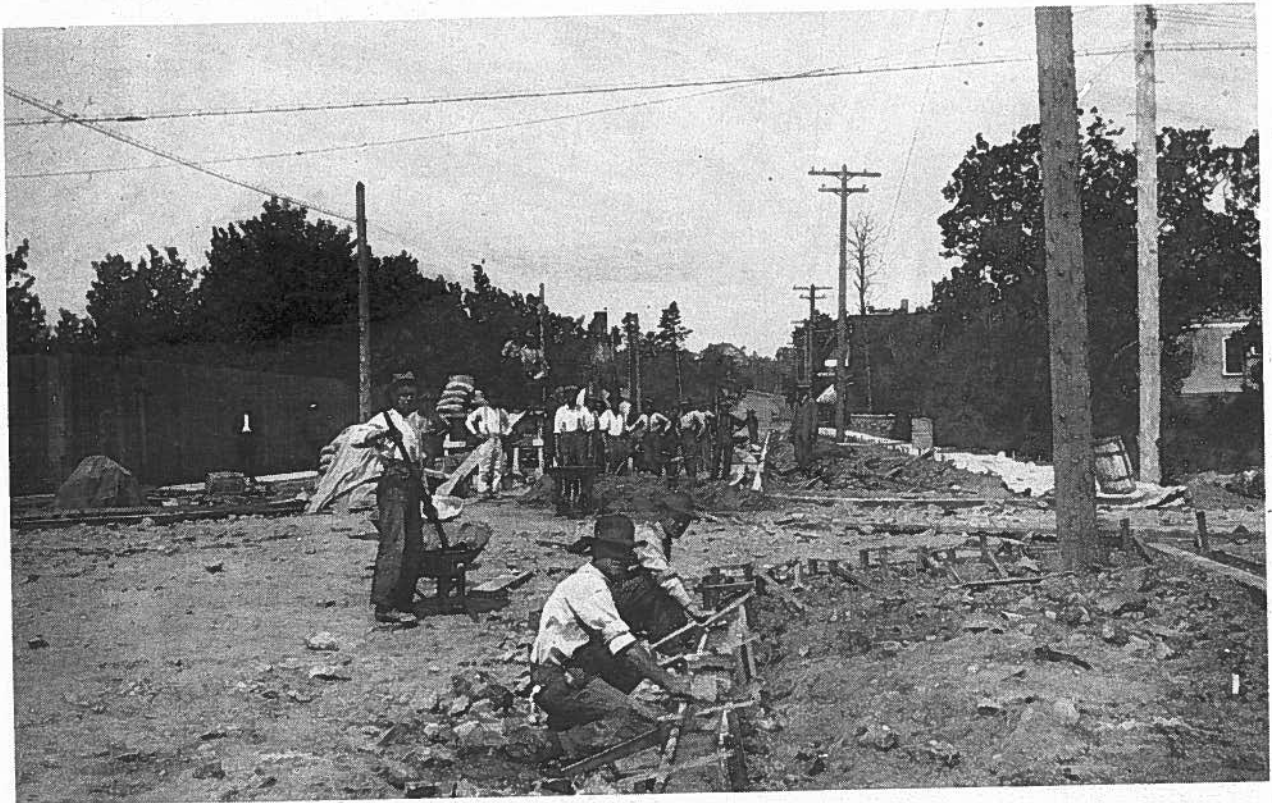


McNEILL BAY with Beach Drive in Right Foreground. As it was in the old days.



ORIGINAL OAK BAY MUNICIPAL OFFICE

Located in the Law Chambers, Bastion Street, Victoria from 1906 to 1912.



MAKING NEWPORT AVENUE

This picture taken in 1911 at the corner of Currie Road shows the high board fence around the B.C. Electric Park, now Windsor Park.

those days town planning and subdivision design did not get a fraction of the attention that it should. However, a brilliant example of planning by Olmstead Brothers of Chicago put the Uplands in a class by itself where it has remained ever since.

You will note that poles are eliminated from all the streets, gentle curves fit the topography, and well kept boulevards exist.

In a great number of cases individual house sites have been studied well in advance, and a certain control is maintained by the Council regulating set-backs and designs of homes.

The 1914-18 war caused a huge reversion of land to the municipality, particularly due to the single tax system, namely, the assessing of land valuation without reference to the value of improvements, and the heavy burden of Local Improvements. This came to a head in 1924, when some members of the Council of that date resigned to test the wish of the people regarding taxing improvements. This system was, of course, adopted.

In the middle and late 1920's, conditions generally were more prosperous. In 1928, it became evident that the transportation system should expand beyond the street car spurs to Oak Bay, Foul Bay and the Uplands. The Blue Line buses then augmented the existing street car system, causing a

considerable expansion in the building activities of the municipality. In common with experience across the continent the old street cars were being eliminated. (In the year 1946 the B.C.E.R. bought out the Blue Line and abandoned the street car system, augmenting the buses in its place).

The period 1929 to 1933 was one of severe depression, public works coming to a standstill. However, with conditions improving about 1935, work commenced again on paving, curb, walks and underground utilities. The 1939-45 war naturally arrested these developments, all new construction being barred by Government orders.

Now we come to more modern times, namely, 1945 to 1956. Gradually all the reverted lands were sold and houses built on them to a point where now no reverted lands for sale are on the municipal rolls. In addition, the 70 acres of the old Exhibition Grounds have been completely subdivided and built on, reserving 10 acres now developed as a recreational centre and known as "Carnarvon Park," similar to Windsor Park at the south end of the municipality.

This growth encouraged the Hudson's Bay Company to develop their large holdings north of the old Exhibition Grounds, which development is taking place in a very orderly manner along good town planning lines.



WOODHOUSE ROAD IN OLD FAIRGROUNDS SUBDIVISION

On this spot stood the stables shown on page 11.

FIRE DEPARTMENT

Since its incorporation Oak Bay had contributed to the cost of the City Fire Department and thus obtained service from that source. However, in 1936, the city found it necessary to curtail fire department expenditures and abandoned the Duchess Street Fire Hall which was very much to the detriment of fire protection in Oak Bay.

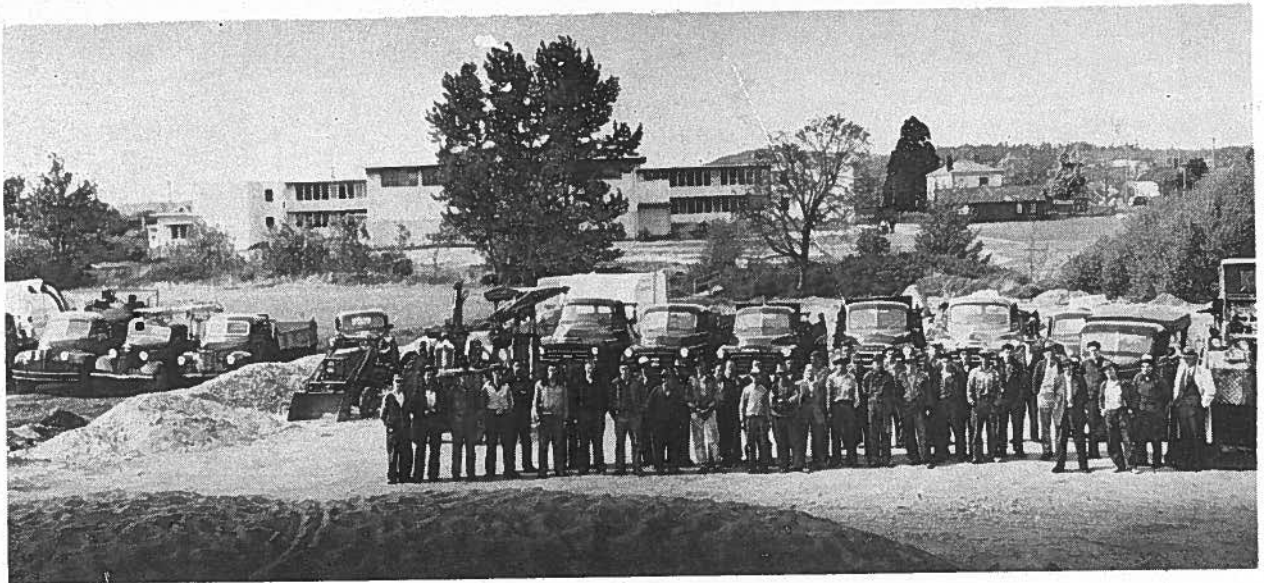
In order to adequately serve the municipality the council in 1938 decided to form its own fire depart-

ment, building a modern fire station on Monterey Avenue at St. Ann Street and equipping it with up-to-date fire units. The late E. G. Clayards was chief from its inception and he, together with Deputy Chief John Newell, was responsible for its high state of efficiency. This department now under Fire Chief Wm. Pearson, M.B.E., consists of 17 firemen and the chief's secretary. An excellent record of low annual fire losses has resulted from the formation of our own fire department. In addition, an inhalator is always available with trained personnel to operate it.



OAK BAY FIRE DEPARTMENT

Personnel: Chief W. T. Pearson, M.B.E., Assistant Chief E. H. Wells, Assistant Chief H. R. Bates, Lieut. H. H. England, Lieut. F. W. Briggs, S. H. Mackey, R. A. Coleman, G. C. Windwick, A. G. Reside, F. L. Wright, K. E. Gunter, F. J. Leeke, C. A. Rivers, L. W. Dodd, W. R. Gosse, E. D. Knapp, R. B. Fisher.



MUNICIPAL ENGINEERING WORKS STAFF AND SOME OF THEIR EQUIPMENT
Oak Bay Junior High School in Background.

SCHOOLS

The original Oak Bay school was located in an area, now subdivided, close to 943 Foul Bay Road. Oldtimers will recall that in 1914 the Monterey School was built and Willows School built in 1920 to replace the old school, also the old frame building on Oak Bay Avenue was built as the first High School. In 1929 the new High School was built on Cranmore Road and in 1953 the new Junior High School was built on Cadboro Bay Road. From 1953 to date this old High School on the Avenue is still being used for preparatory classes, but the enlargement of the Willows School will now remove the necessity of using this outmoded building.

It is interesting to enumerate the various principals of these schools; the present generation owes a debt to these teachers which is hard to repay. Commencing in 1906 we have:

Dr. McLaurin; Mr. R. McInnes; Miss Cathcart; Messrs. Gale, Haley, Gee, Hope, Downes, Dexter, Mrs. Rhodes; Messrs. Hoadley, Horne, Gillie and Hartness.

The present four principals are Mr. C. A. Gibbard (Oak Bay High); Mr. R. T. Kipling (Oak Bay Junior High); Mr. W. Brynjolfson (Monterey) and Mr. T. N. Curteis (Willows).

The Chairmen of the School Board since 1906 were as follows:

Dr. O. M. Jones.....	1906-1907
H. F. Hewett.....	1907-1909
T. S. Gore.....	1909-1910
T. Ashe.....	1910-1912
His Honour Judge Lampman.....	1912-1920
E. Tomlin.....	1920-1923
P. E. Curtis.....	1923-1924
E. M. McConnan.....	1924-1931
C. Maconachie.....	1931-1935
S. J. Drake.....	1935-1938
R. W. Murdoch.....	1938-1942
C. H. Rutherford.....	1943-1944
C. T. Martin.....	1944-1946

From 1946 to date, Oak Bay has had two representatives on the Greater Victoria School Board; over this period the following having served:

Mrs. H. A. Beckwith; Mr. R. M. Lochhead; Mr. J. A. deBourcier; Mr. W. H. Golby; and Mr. W. C. Gelling.

When we speak of schools in Oak Bay we must not forget the private schools at which so many Oak Bay residents were educated.

The first private Preparatory Boys' School in Oak Bay was that conducted by Mr. K. C. Symons in 1914 with 12 boys, this school being known as "St. Michael's" at the corner of Roslyn Road and Windsor Road. A great many Oak Bay residents



A GRADE SIX CLASS AT AN OAK BAY SCHOOL IN 1916
(From an old photo supplied by Miss M. R. McGillivray)

can recall their early school days under Mr. Symons. The school is still flourishing under Mr. Symons' sons, Mr. K. W. Symons and Mr. E. J. Symons; the enrollment now numbers 89.

As early as 1913 Miss M. Ashworth opened a school in a flat over the present Newport Grocery with five pupils. In 1915 she moved to what is still the school headquarters at the corner of Currie Road and Newport Avenue. "St. Christopher's," as it is known, took in mixed classes from age 5 to 13, and when Miss Ashworth finally retired in 1946 it had grown to 75 pupils. It is now operated by Major Ian Simpson who is also the headmaster of Glenlyon Preparatory School for boys aged 8 to 14.

Major Simpson recalls when he started the school in 1932 that there were 13 boys in a rented house on St. David Street. They moved in 1935 to the present location on Beach Drive which was formerly the Rattenbury home. There are now 90 boys enrolled.

From the foregoing it will be seen that these three schools have now around 250 pupils between them. This substantial number of pupils distinctly eases the crowding of the public schools.

These three private schools have the privilege of using Windsor Park and Willows Park for recreational purposes.



A 1956 GRADE SIX CLASS OF OAK BAY CHILDREN

ADMINISTRATION

The maintaining of conservative budgeting throughout the years has given the municipality a very high rating in the bond market. Our funded debt is well within the limits allowed under the Municipal Act and at present the net funded debt is \$1,413,000 which makes a per capita debt of \$104.70. As a comparison, the net debt of the municipality in 1913 was \$1,024,920 making a per capita debt of \$256.00.

The officials are naturally responsible for the carrying out of the policies of the council. During the past fifty years Oak Bay has been fortunate in the quality of the personnel holding the important positions of clerk, treasurer, collector, assessor and engineer.

Since incorporation the positions of clerk, treasurer, collector and assessor were held by one official until 1948 when the position of assessor was

divorced from the other positions and administered on a part time basis, by Mr. R. F. Blandy after his retirement as clerk, treasurer and collector.

In May 1953 the Municipal Council appointed Mr. Griffith Jones as assessor on a full time basis with the object of re-assessing all properties in the municipality.

The following is a list of the officials who held the very important position of clerk, treasurer and collector since incorporation.

Mr. J. S. Floyd	1906-1912
Mr. F. W. Clayton	1913-1916
Miss A. O. Bunting	1917
Mr. O. W. Ross	1918-1921
Mr. R. F. Blandy	1922-1947
Mr. A. D. Findlay	1948-

A special tribute must be paid to Mr. R. F. Blandy for his untiring efforts on behalf of the municipality during his twenty-five years as clerk, treasurer, collector and assessor.

The following are a few comparisons over the past fifty years:

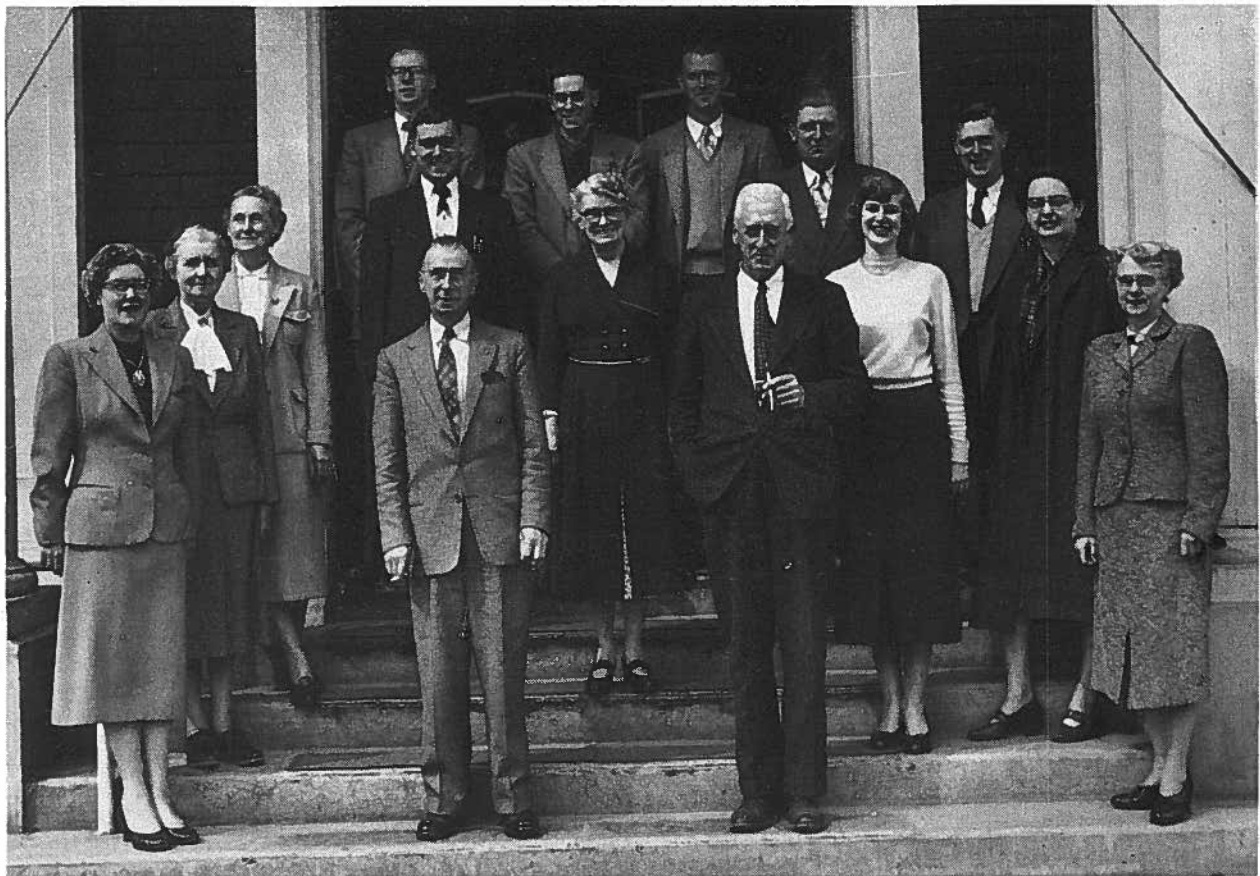
Assessed Values	Land	Improvements
1907.....\$	1,397,967	\$ 253,778
1956.....	5,455,635	29,364,997

REVENUE AND EXPENDITURE

	Revenue	Expenditure
1907.....\$	9,618	\$ 9,241
1931.....	329,820	333,916
1955.....	1,058,583	1,031,832

Where the Revenue Dollar comes from (1955):

Real Property Taxes.....	70.08c
Licences and Permits.....	3.23c
Government Grants.....	11.66c
Water Consumption.....	10.55c
Reserve Fund Transfers.....	2.57c
Miscellaneous.....	1.91c
	<hr/> 100.00c



ADMINISTRATIVE STAFF—MUNICIPAL HALL

Mrs. A. Ogle	Mr. I. Foster	Mr. J. Muir	Mr. B. Drummond	Mr. G. Jones	Mr. C. Wyatt
Miss G. McKay	Mr. D. Whysker	Miss M. Nickerson	Mr. A. S. G. Musgrave	(Assessor)	Miss V. Freeman
Miss D. Hooper	Mr. A. D. Findlay		(Municipal Engineer)	Miss J. Little	(P. H. Nurse)
	(Clerk-Treasurer)				Mrs. G. Rice

The following staff members, Mr. E. H. Hart, Deputy Clerk; Mr. C. Waggett, Wiring Inspector; Mr. K. Cunningham, Building Inspector; Mr. R. Fitcher, Works Superintendent; and Mr. G. Sutton and Mr. T. Watt, Engineering Staff, were absent on duties when this photograph was taken.

COUNCILS

The Reeve and Councillors of the Municipality, as previously mentioned, have always been property owners giving freely of their services without remuneration. The work of this body has naturally grown apace in recent years, each member being called upon to attend sundry local committee meetings, not to mention inter-municipal committees. The reeve, in particular, has to give up considerable time to municipal affairs. While one of their aims is to keep the mill rate within bounds, the sharp rise in the cost of living makes this a difficult matter. They feel that the standard of service should be maintained, so while reluctant, they frequently have their hands forced to achieve this objective.

The present Reeve, Frederick E. Norris, is a native son of Victoria; has been in office three years, having previously served four years as a councillor. His present Councillors include Mr. J. V. Johnson, who has the outstanding record of 23 years continuous service on the Council since 1933. The other Councillors are Mr. George Murdoch (11 years a Councillor), and Messrs. S. P. Birley, J. W. Maltby, F. W. Hawes and C. H. G. Mann.

It can be safely stated that all matters that come before Council invariably receive a thoroughly impartial study before action is taken. The citizens at large owe them a sincere debt.



MUNICIPAL COUNCIL, 1956

Left side from front to back: Councillors S. P. Birley; J. W. Maltby; George Murdoch. Upper center, Reeve F. E. Norris. Lower center, A. D. Findlay, Clerk. Right side, front to back, Councillors C. H. G. Mann; F. W. Hawes; J. V. Johnson.

RECREATION

The municipality is well supplied with recreational features, for example, the old Victoria Golf Club has been in play since 1893, one of the oldest clubs in North America, still located in its original spot, with a present membership of 700.

The marvellous stretch of sea frontage, with the snow-clad mountains in the background, make a setting hard to beat in any part of the world.

Another excellent course is the Uplands Golf Club. This club, with an active membership of 500, is an offshoot of the original United Services Club at Macaulay Point, Esquimalt, and it is very interesting to note that this United Services Golf Club was actually in play in 1887 as a nine-hole course.

Other sporting activities in Oak Bay include the Royal Victoria Yacht Club, beautifully situated in Cadboro Bay; the Victoria Riding Academy with 70 horses; excellent public tennis courts; public boat-house; rugby and soccer grounds; baseball; cricket; lacrosse; and a lawn bowling green now under construction.

The waters of the Straits of Juan de Fuca in the vicinity of Oak Bay abound in various varieties of fish, covering the sliding scale from Cadborosaurus ("Caddy") to sprats.

Winter fishermen get Spring salmon from 10 to 40 pounds. Summer fishing includes coho, grilse, ling cod, rock cod, sea bass, flounders, skate and even

halibut, as well as shell fish, such as clams and crabs, with shrimps around October.

As in all ocean waters, care must be taken at all times but many sheltered bays exist.

Oak Bay has been particularly well served by its property owners who, in many cases, have contributed time and money to further certain activities in the municipality. Special tribute must be paid to the Oak Bay Kiwanis Club who not only operate a very efficient summer refreshment pavilion in the Willows Park but have donated many backstops, swings, slides and other park equipment. All the profits of their

refreshment pavilion go to further improvements in our park system. Particular mention should be made of their wonderful effort in the building of a Scout Hall in the vicinity of the Oak Bay Fire Hall.

Another property owner in Oak Bay, Mr. Thomas Lokier, has contributed both in work and financially to the pleasing rose bed area known as "Lokier Gardens," at the intersection of Estevan Avenue and Hamiota Street.

The Native Plant Garden in the vicinity of the Oak Bay Beach Hotel was also a gift from a property owner, namely Mrs. H. R. Beaven.



WILDFLOWERS IN NATIVE PLANT PARK
Beach Drive and Margate Street.

SPORT

Oak Bay has wonderful traditions in Sport. The Municipality was still in its swaddling clothes, being but five years old when it became the birthplace of ice hockey on the Pacific Coast. Within its border, a World's Series for the Stanley Cup was played.

From the beautiful links of the Victoria Golf Club went forth the missionaries who pioneered this great sport throughout the Pacific Northwest.

In the 1890's, Oak Bay Park was the home field of the Victoria Baseball Club, which featured Hal Chase, rated as the greatest first baseman of all time.

Oak Bay, with its fine third-of-mile cinder track

(now non-existent) was the scene of some outstanding track and cycling meets, and within the grass oval, now known as Windsor Park, international rugby matches were played as well as professional lacrosse games, and one of the most exciting soccer finals; this was between Ladysmith and Nanaimo, when a neutral field had to be found back in 1913, because of the high tension of the up-island fans.

It was in 1911 that Oak Bay found itself involved in the greatest sports enterprise ever envisioned on the Pacific Coast. The two young Patrick brothers, Lester and Frank, and their father Joseph, had come

to the coast with \$300,000.00, the price they got for their timber interests at Nelson, B.C. Lester and Frank were two of the top hockey players in Canada and they decided to sink their money in a sport of which the natives in these parts knew nothing.

They paid \$10,000.00 for six lots at the corner of Epworth and Cadboro Bay Roads, (upon which a new apartment, Cranmore Court, was built last year). They erected a large wooden arena, which held 4,200 spectators and cost \$110,000.00.

Christmas Day, 1911, was a great day in Oak Bay. The sun was warm and street cars disgorged hundreds of people, young and old, who had skates slung over their shoulders. Over 1,000 skaters participated in that opening day.

From then until 1929, when the Arena was destroyed by fire, it was the scene of many memorable events, the greatest of which was the staging of the World's Series between the predecessors of the present Stanley Cup holders, the Montreal Canadiens (who included the sensational centre, Howie Morenz) and Lester Patrick's Cougars. In four games, the Cougars triumphed, the only time the Stanley Cup has been won by a team on Vancouver Island.

To Oak Bay went the honour of having the first professional hockey game played west of Toronto, and the first professional hockey game ever played on artificial ice. It was on the night of January 2, 1912.

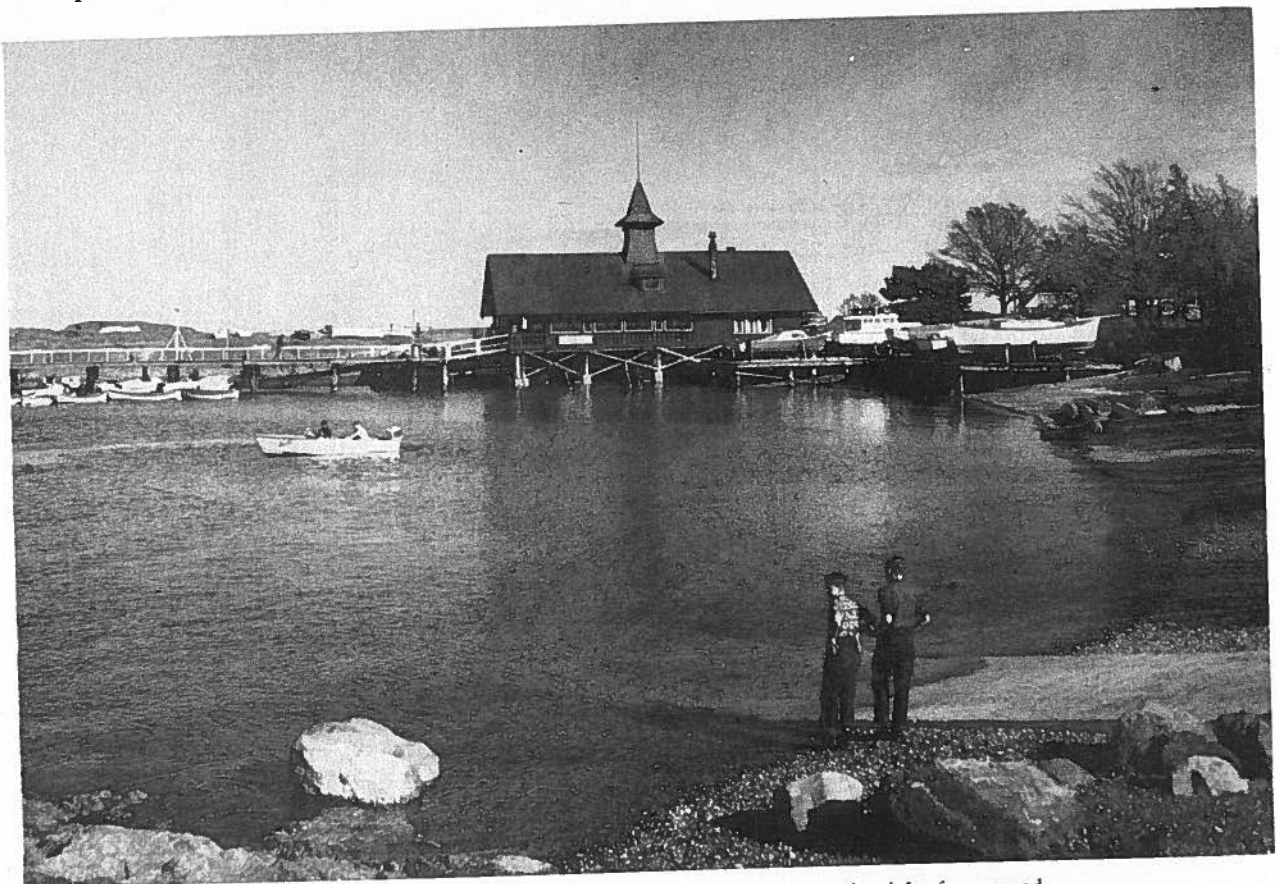
For this historic event, His Honor the Lieutenant-Governor, Hon. T. W. Paterson, faced off the puck before a packed house, most of whom had never

seen a hockey game before. The Patrick team, named the "Aristocrats" in keeping with the area's reputation at that time, was opposed by New Westminster's Royals. The fast action and rugged nature of the game stirred the spectators, who were undisturbed by the fact that the Aristocrats lost 8-3.

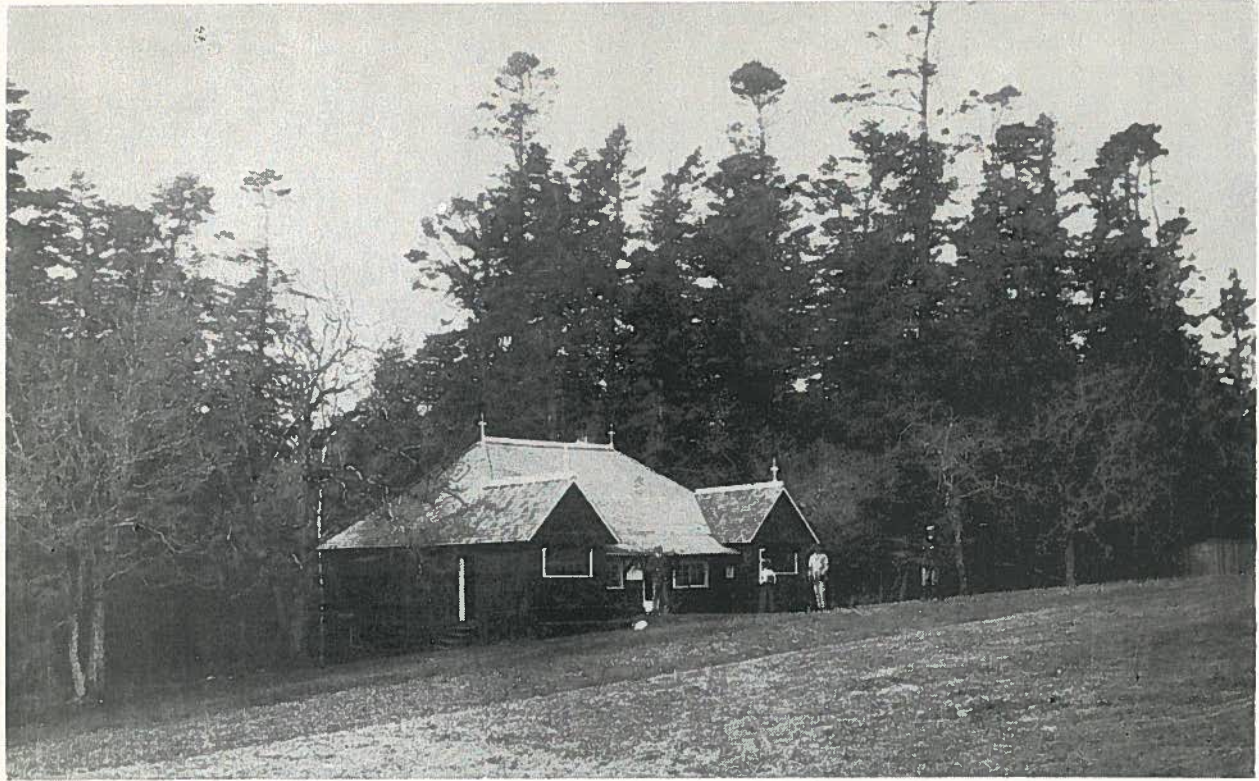
Before that season ended, arrangements had been made to have the first attempt made to inaugurate a world series for hockey, similar to that in the United States for baseball. Lester Patrick brought an All-Star team from the East to play All-Stars from the Coast League, which included Vancouver and New Westminster, as well as the Aristocrats. The Coast All-Stars won the series. Next year, when the Aristocrats won the Coast League title, Quebec, the eastern champions, came here for playoffs.

By 1914, this competition had advanced to the stage where the Stanley Cup was put up for competition between the Western and Eastern champions. The Aristocrats, again being coast champions, went to Toronto and played in the first world's series. They lost.

During the days of the Second World War, Barney Olson converted the Horse Show Building at the Old Willows Fair Grounds into an Arena and the greatest amateur hockey ever seen in the West was played there with teams from the Army, Navy and Air Force. In 1944, the Army team won the B.C. title at the Oak Bay arena and entered the Allan Cup playoffs to determine the amateur champions of



OAK BAY BOATHOUSE . . . Small craft launching ramp in right foreground.



ORIGINAL CLUB HOUSE OF VICTORIA GOLF CLUB, LATER DESTROYED BY FIRE

Canada. Army reached the finals, where they were defeated in Winnipeg by an eastern team.

Oak Bay was associated with golf long before it was incorporated as a municipality, in fact, so far back that ribald remarks were made about men who wore plus-fours; women were not much of a factor in the game. Many important championships have been decided on both Victoria and the newer course—Uplands. Some great names in golf have played the Oak Bay courses, such as Ben Hogan, Harry Vardon, Ted Ray, Jim Barnes, Archie Compson, Gene Sarazen, Walter Hagen, Joe Kirkwood, Joyce Wethered, etc. etc., and Phil Taylor has captured both the Pacific North West and the B.C. Open Championships.

It remained for Oak Bay to establish probably the most unique organization in golf in the West. In the early 1920's, the late Senator Harry Barnard conceived the idea of forming an organization for golfers, who, on reaching a certain age, were unable to enjoy success in competition with the great number of youngsters who were taking up the game. He succeeded in organizing the Seniors' Northwest Golf Association, to which admittance was denied anyone under 55 years of age. Championships were arranged in age groups as well as the grand championship. For many years, this tournament, staged each August, was played at the Victoria Golf Club.

In 1913, when this area was wrapped up in a tremendous real estate boom and money seemed limitless, a 60-day race meet was held at the Willows

track and a most spectacular field and track meet was held at the Oak Bay oval. It was the biggest ever held on the Island and probably none held in B.C. surpassed it until the British Empire Games in Vancouver two years ago. Many men who appeared at the Olympic Games in Stockholm, the year before, were here with teams from San Francisco, Portland, Seattle, Vancouver, New Westminster, Medicine Hat and the U.S. Cruiser "West Virginia".

The main event, the 100-yd. dash, was expected to go to Jack Nelson, the U.S. champion from San Francisco. Opposing him was the local sensation, Hal Beasley, who had been to the Olympics. Beasley created an upset by winning in world-equalling time of 9.8 seconds. George Horine, world's high jump champion from San Francisco, won his event with a leap of 6' 1½".

When baseball is discussed among oldtimers, they will delight in recalling the days when Hal Chase performed at Oak Bay Park. But Chase was not the only fine ball-player. One of the local boys was Bernie Schwengers, who could play any position and was a terrific longball hitter. He later became Canadian singles tennis champion and member of the Canadian Davis Cup team.

And who will forget the name of "Giddy" Goward, who not only was a stalwart in the ball team with Chase and Schwengers, but was one of the best bowlers in all-time cricket here, and a fine soccer player. Other men on this great ball team were Jimmy Holness, Jimmy Barnswell, George Burnes, Pete McQuade, Fred McConnell, "Hum" McConnell

and the son of a Seattle millionaire named McManus, who came over for the games here in his father's yacht.

Oak Bay has always been the backbone of English rugby, and some important games have been played within its boundaries. Just before the outbreak of war in 1914, a team of giants from New Zealand, named the All-Blacks, met the pick of Victoria at Oak Bay Park. Among the Victorians were the Gillespie brothers, the Grant brothers, Carew Martin and a fleet young three-quarter, Peter Ogden. A heavy tackle grounded Ogden and he never regained consciousness, dying on the way to hospital.

In 1925 the All Blacks, featuring the great Maori fullback Nepia, played another local rep team at the Willows Exhibition oval. The outcome of these games was never in question, but there was always the hope that a local boy would score. To the delight of everyone, Walter Brynjolfson, now prin-

cipal of Monterey School, got an opening and kicked a field goal. Byron Johnson, who later became Premier of B.C. also played in that game.

One other sport, held the spotlight in Oak Bay before the First World War and that was lacrosse. The Vancouver promoter, Con Jones, owned a team with headquarters at Oak Bay Park. It was a professional club and the other amateurs who turned pro to play with the local club were Byron Johnson, Joe Dakers and "Cotton" Brynjolfson. This team played against Vancouver and New Westminster.

Grass hockey once flourished in Oak Bay, not just in schools, but among men and women.

Yes, Oak Bay has had a great past in the Sports World, and it is well that the youngsters of today are reminded of it. They can step out and emulate the heroes of past years and create new traditions for the generations that are to come.



A GROUP OF YOUNG RIDERS FROM THE RIDING ACADEMY

BIRDS IN OAK BAY

Mr. Jack Todd of 451 Newport Avenue has kindly given the following information re Bird Life in Oak Bay:

"One might say that the birds of Oak Bay can be divided into four separate groups, these being year-rounders, migratory, shore birds, and birds that have been introduced to this area.

Taking these in the above order a few of the more common year-rounders are American robins, song sparrows, chickadees, towhee and white crowned sparrows, meadow larks, house wrens and many others. Some of these are becoming scarcer and scarcer every year as civilization takes hold with its many housing developments. Of the above, the meadow lark has probably suffered most, as these

birds require grassy fields for their feeding and nesting purposes. Even the golf courses are now trimming the rough which once provided the natural habitat of these birds.

We are, however, visited each year by a number of the migratory birds, such as humming birds, swallows, American goldfinches, red-winged black-birds, waxwings, varied thrushes, blue jays on occasion, and several other species. Of these, perhaps the most striking are the red wings and the American gold-finch. These two are probably also the most musical of the migrants. Most people know and refer to the goldfinch as the wild canary due to its striking yellow and black colour. The red wings start to appear in numbers around the middle of

January and hearing their lively songs in the trees makes one think that winter is coming to an end.

Oak Bay, as you know, has several miles of seashore and beaches and it is in this area that we will find our shore birds. Of these we have the well known mallard, widgeon, which feed on the grasses of the golf links in the winter, shovellers, teal, gills, divers, and later, around February, we are visited by the northern migration of the black brant. These birds are like a small goose and are moving northward to their nesting grounds in Alaska. These are most striking birds and may be seen along the sandy beaches from February to May. One of our rarer shore birds is the Oyster Catcher, a bird jet black in colour and slightly larger than a crow, with long red legs and a long red bill. This striking fellow feeds on clams, etc., hence its name.

Last, but certainly not least, are the birds which

have been introduced to this area. Of these we have pheasants, California quail, Hungarian partridges, and perhaps our most outstanding, the English skylark. The skylarks could be seen a few years ago in the area from the Willows race track up to Cedar Hill Cross Road and Uplands Golf Club. Unfortunately, like the meadow lark, these birds require grassy fields for cover and feed. The skylark, after being so successfully introduced away back in 1900, will soon be a bird of the past in Oak Bay. However, they can still be seen near the radio station towers on Cedar Hill Cross Road.

It would be a most worthwhile undertaking if a group of people would get together to bring out more of the delightful songbirds of England, many of which thrive in a garden environment. This, of course, could only be done by permission of the Game Department so that no pests such as the English sparrow would enter the country."



OAK BAY WAR MEMORIAL, UPLANDS PARK—ERECTED 1948

WAR MEMORIAL

The second World War took its toll of the best citizens of Oak Bay. At the close of the war a careful check of Oak Bay boys and girls who lost their lives was made; this came to 97 boys and one girl.

A young airman, Mr. James Saull, who trained at Patricia Bay Airport during the war, later made Victoria his home. His talent for sculpturing became known, with the result that he helped to locate the

site in the Uplands and was retained by the Council to design a suitable memorial.

Mr. Saull was a pupil of the well known Toronto sculptor, Mr. Emanuel Hahn, hence the rugged nature of the memorial. It was unveiled November 11, 1948, by the Lieutenant-Governor, the Hon. Charles H. Banks, C.M.G. Annually, on November 11th, a memorial service is held at this site.



Part of Crowd at the Dedication Ceremony, Oak Bay War Memorial, November 11th, 1948

In conclusion, we might quote from The Daily Colonist, December 13, 1908, an article written under the name of "Suburbanite":

"We have a water system that will move steadily in expansion with that of the city; a sewerage system that extends its beneficial area month by month. We have a Reeve and Council who work long hours for no pay, content to see their own and their neighbours' lands increase in value partially as a result of their labours. We have a police force of one constable who never yet arrested a man in anger—but don't think he is to be trifled with! We have no dog tax and no bicycle by-law, *but we all have the Oak Bay spirit and that helps.*"

LET'S KEEP THE OAK BAY SPIRIT ALIVE!

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OAK BAY MUNICIPALITY

Scale 1000 Feet = 1 inch

Revised Nov. 1955

