

## Newsletter May 2013



Father Dunstan speaks at the book launch.

### HISTORY GOES TO MARKET

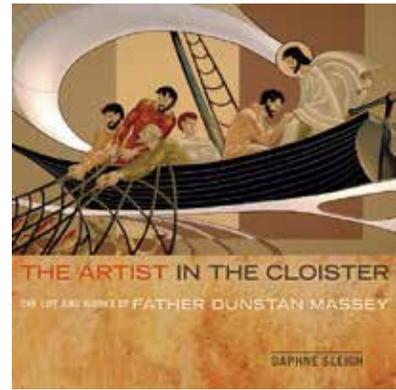
Join us Saturday, May 25th, in Memorial Peace Park for History Goes to Market. We will have historic displays on four of the original neighbourhoods: Port Hammond, Whonnock, Ruskin, Webster's Corners and Allco.

The rest of the neighbourhoods will be highlighted at the September 14 market event.

Look for us on the Bandstand during the Farmer's Market. Representatives of current community associations will join us to share what the neighbourhoods are doing today.



Our HISTORY GOES TO MARKET crew from last summer – Elena, Kaity, and Mallory.



### THE ARTIST IN THE CLOISTER

Daphne Sleight's book launch for her latest biography, *The Artist in the Cloister: The Life and Works of Father Dunstan Massey*, was a great success. The large crowd in the Mission Library on April 27th lined up to have their book signed by Daphne and Father Dunstan until copies ran out, when some dashed off to Black Bond Books to buy one.

Daphne spoke about her inspiration to research and write the book about the remarkable artist Father Dunstan, whose paintings, carvings and frescoes adorn the interior of Westminster Abbey on a hilltop in Mission. She saw the Knowledge Network presentation about his fresco of the Celestial Banquet in the refectory of the Abbey, and sought permission from Abbot John Braganza and Father Dunstan to proceed with the biography.

The result is a beautifully written and produced book, published by Heritage House. It is fully illustrated with images of Father Dunstan's many art works. Westminster Abbey is open for visitors during the afternoon, when his 22 relief sculptures of saints may be seen inside the church. The other art works are not open to the public, so it is a treat to see them reproduced.

Born in Vancouver, William Massey was a talented artist and pianist from an early age. He entered the seminary in Burnaby at the age of 18, taking the name "Dunstan", patron saint of artists. Details of his family and early life, as well as his adult life in Westminster Abbey, are fascinating reading.

Well done, Daphne, our first curator at Maple Ridge Museum and co-writer of *Maple Ridge: A History of Settlement*.



Left the plate that was identified online. Right is the symbol we are looking for an interpretation for.

## NEW TO THE COLLECTION

Over the past year the museum has had the pleasure of receiving various china plates and tea sets, most recently two sets of plates donated by Sharon Paradis, which once belonged to Tom and Margaret Little on River Road.

Still in good condition with decorative borders and scenes, yet the part that intrigued us was the lettering on the back. The left side of the picture here shows the lettering and spells Nakajima (family name), while the right half of the lettering reads a variation of "Made in Japan". We were able to translate this by posting the picture online.

We still have one plate in the set we are looking for help with, which is on the right side of the above picture: a blue, gold and white design on the front and one symbol on the bottom. If anyone knows the alphabet this symbol belongs to and its meaning, please contact Allison at [mrm-curator@uniserve.com](mailto:mrm-curator@uniserve.com)

## MOTHER'S DAY TEA WRAP-UP

Despite the rainy weather on Mother's Day, our annual tea at Haney House was well attended. Gratitude was expressed to those who ventured out and most visitors replied, "Well, it's tradition." We had 30 adults and 7 children for tea, and 13 people for tours through for a total of 50 people. We made \$155.40 profit.

## MEGAN O'CONNER'S CONSERVATION NOTES

### CARING FOR HEIRLOOM TEXTILES

Here at the Maple Ridge Museum and Archives we are often asked by visitors and community members how to best care for a treasured textile item. Christening gowns, wedding dresses, table cloths, carpets, doilies and other textiles are often found in personal collections. Historic textiles are made from a variety of materials, for example plant-based fibres such as cotton and linen, or animal-based fibres, such as silk and wool. Increasingly man-made fibers such as rayon and polyesters are found in historic textiles. Each type of material has particular needs and degradation risks.

One of the most important things you can do for your textile is to keep it clean. Dust and dirt attract pests and can cause staining and disfigurement over time. A soft natural bristle brush can be used to gently sweep surface dirt and dust off the outer layers. A domestic vacuum can be an effective tool for cleaning textiles. Ensure that it is set on the lowest suction level and cover the nozzle with a netted fabric (stockings, for example), securing it with an elastic band, to catch any debris. Hover the nozzle one to two inches above the textile and use a brush to direct dirt and dust into the vacuum. Storing your textile in a covered box will serve the double purpose of reducing dust accumulation as well as light damage, which can result in fading.

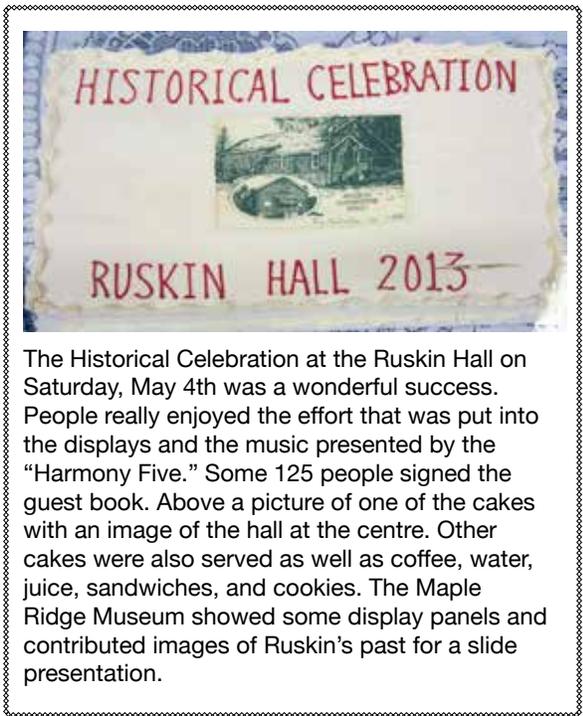
The above method is only effective on loose surface dirt, not on ingrained stains caused by rust, fat, oil, and grease. These stains can be very difficult to remove, and may be permanent. Reduce the risk of staining by removing all pins, keeping food products away from historic textiles, and storing the textiles in a covered box or bag. Old stains are particularly stubborn as they have had time to oxidize, meaning they have combined with oxygen in the air over time to set and become very insoluble. Oxidized stains tend to be yellow or brown and will not be effectively removed with simple washing techniques.



German lace shawl from circa 1875 in our collection.

It is very risky to consider washing a coloured textile without consulting a professional, as many dyes are soluble in water and will run, potentially disfiguring the whole textile. Also, textiles often have metal or leather attachments, which should never come into contact with water. Historic textiles should never be put through a washing machine. Dry cleaning can be an acceptable method of cleaning your historic textile, but only if it is in very good condition. Contact your local dry cleaner for further information.

If implemented properly, these simple tips will keep your historic textile looking great for the years to come.



The Historical Celebration at the Ruskin Hall on Saturday, May 4th was a wonderful success. People really enjoyed the effort that was put into the displays and the music presented by the "Harmony Five." Some 125 people signed the guest book. Above a picture of one of the cakes with an image of the hall at the centre. Other cakes were also served as well as coffee, water, juice, sandwiches, and cookies. The Maple Ridge Museum showed some display panels and contributed images of Ruskin's past for a slide presentation.



## HERITAGE STRATEGIC PLAN OPEN HOUSE

The Maple Ridge Community Heritage Commission (CHC)\* is holding a public open house on Thursday, June 13th, to present the highlights of the first draft of the Maple Ridge Heritage Plan. The CHC will be seeking public input on this plan. The intent of the Heritage Plan is to provide the community with an effective, sustainable, and realistic plan to encourage the preservation and long-term viability of heritage resources.

Through the development of a shared community vision for heritage conservation and a planning framework for the District's heritage program, the Heritage Plan is the opportunity to bring together those aspects of the program that are most successful, to determine what needs to be re-focused for maximum effectiveness and to best utilize scarce resources. The Plan will incorporate community values and a new direction for the District's heritage program.

The CHC has been asking for public input into the preparation of the Heritage Plan draft through an online questionnaire, which is accessible until May 31st. We encourage you to provide your input in the link below: <http://www.mapleridge.ca/EN/main/municipal/728/chc.html>

Over the course of the preparation of the Plan, this questionnaire will be updated. If you provide your email address, you will be kept informed of the progress of the Plan, public meetings and the final recommendations.

\* The CHC is a committee of Maple Ridge Municipal Council and is made up of volunteers appointed by Council and two appointed by the Maple Ridge Historical Society.

Contributed by Lisa Zosiak, Planning Department, District of Maple Ridge.



## NEIGHBOURHOOD PROFILE: PORT HAMMOND

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On the night of Friday, July 1<sup>st</sup>, 1808, Simon Fraser and his companions stayed at a location they referred as the Chief's Village, just where Port Hammond is today. They were the first white men to navigate down the Fraser and certainly the first to visit today's Port Hammond. Some twenty years later the Hudson's Bay Company founded the original Fort Langley and established a permanent non-Native presence in the Lower Mainland.

William Henry Newton, in charge of Fort Langley from 1859 to 1864, and his wife Emmeline (Emma) – an “ardent and dominant spirit” according to John Tod, her father – were among the first to acquire land in Maple Ridge after 1860, when Governor Douglas allowed settlers to take possession of “unoccupied and unreserved” land. That applied also to the land where once the “Chief's Village” had been. The land remained empty until the creation of the town of Port Hammond in 1883.

The western part of future Port Hammond would be on the land along the Fraser that the Newtons owned. The eastern and major part of Port Hammond would be laid out on land since 1864 owned by William Hammond and his brother John. The dividing line between the properties was at 203<sup>rd</sup> Street.

Newton died in 1875, and three years later Emma married Edward Mohun, a civil engineer and land surveyor.

One of the conditions for British Columbia to enter Confederation in 1871 was the construction of a transcontinental railroad. Both Edward Mohun and William Hammond had surveyed parts of the way the railroad would take through the interior of British Columbia, and they may have known at an early stage that on its way to Port Moody the railway was projected to curve away from the Fraser through their lands.

In 1882, after Andrew Onderdonk signed the contract to build the section of the railroad between Savona and Port Moody, Edward Mohun



John Hammond continued living in the place that carried his name until his death in 1909. The Mohuns and William Hammond moved away to Victoria where William Hammond died in 1891 and Edward Mohun in 1912. Emiline was 91 years when she died in 1928.

drew up a “Plan of the Town of Port Hammond Junction,” which was registered in 1883 on behalf of the three land owners of the new town: Emmeline Jane Mohun, and William and John Hammond.

Many of the projected streets and the names shown on the old 1882 plan are there today. Some of the names refer to the Mohuns and the Hammonds. Chigwell Street for instance refers to Chigwell, near London, England, where Edward Mohun was born. Stanton Street (now 114th Avenue) is named after Stanton, Huntingdonshire, the birthplace of William Hammond. Waugh was the maiden name of Emma's mother—hence Waugh Street (now 205th Street). Emma's first husband, William Newton was born in Bromley, Kent, which is remembered with Bromley Street. The street names not only refer to family. Lorne Road (now Lorne Avenue), the only “road” in the plan, was named after the Marquess of Lorne,

Governor General of Canada at that time, and Princess Avenue (now Princess Street), the only Avenue in the plan, honoured his wife, Princess Louise, daughter of Queen Victoria. The vice-regal pair visited British Columbia in 1882, the year Mohun drew up the map and named the streets of Port Hammond Junction.

The word "Junction" attached to the name of this station showed that this was a transfer station. At Port Hammond the railway would operate a ferry service that would meet the trains to take passengers and freight to and from New Westminster and Victoria. This "junction" at Port Hammond came to an end when the Canadian Pacific Railway created a rail connection to New Westminster from present-day Port Coquitlam (New Westminster Junction). Now passengers travelled by well-established steamer services between New Westminster and Victoria. New Westminster had wanted to be the Pacific terminal of the railroad in the first place and even more so after the CPR moved their railway further west from Port Moody to Vancouver. This new rail connection met New Westminster's demands for a railway connection, but it reduced the attraction of Port Hammond for investors.

Initially there was much interest in buying property in Port Hammond. The new town reportedly boasted several hotels, boarding houses, and bars. But after completion of the railroad the dizzying early days were over, and investors and shopkeepers turned their attention to the rapidly growing city of Vancouver.

And yet, the downturn was not the end of Port Hammond. The Ridge was still the civic centre of Maple Ridge with its first church, school and

cemetery, and now Port Hammond grew to become Maple Ridge's commercial centre. Port Hammond had the advantage over Port Haney of having a railway station, which assured a constant flow of passengers and freight through the town and shoppers to its stores. It was very much the heart of Maple Ridge. In 1908 the only telephone exchange in Maple Ridge was in Port Hammond, and the first Maple Ridge newspaper, *The Gazette*, was published and printed in Port Hammond starting in 1919.

All communities along the Fraser in Maple Ridge at one time or another had a lumber mill, and Port Hammond was no exception. What started as the Bailey Lumber Company in 1910 became the Port Hammond Lumber Company in 1912 and grew to be Hammond Cedar Mill in 1916 – a major lumber mill employing hundreds. Port Hammond became a company town, and today, a century later the mill is still an integral part of Port Hammond.

During the 1940s Port Hammond's role as the commercial centre of Maple Ridge faded as businesses moved to Haney. The main factor in the decline of Port Hammond's commercial importance is probably the start of universal use of the automobile in the post-war years. This development allowed a concentration of business serving a larger geographically area and caused the closure of local stores in communities outside Haney, including Port Hammond.

Recent years have seen a revival of interest in the preservation of the heritage and history of Port Hammond among the residents of the community – a welcome sign that the spirit of Port Hammond has not died. *fb*

This issue of the newsletter was prepared by Fred Braches with contributions from Fred Braches, Sheila Nickols, Megan O'Connor, Val Patenaude and Allison White.

DEWDNEY-ALOUETTE



**Visit the Dewdney-Alouette Railway Society's diorama in the museum.**

On the last Sunday of every month, members of the Dewdney-Alouette Railway Society are present to "talk trains" and operate the Diorama. Model Railroaders are welcome on the Tuesday and Thursday evenings before the last Sunday of the month.

Info: Dick Sutcliffe at 604-467-4301 or E-Mail: [ras1@uniserve.com](mailto:ras1@uniserve.com)



# *Pitt Meadows Heritage & Museum Society*

(Pitt Meadows Museum and Archives)

## Pitt Meadows Museum and Archives Memory Band Nomination Form

To celebrate Pitt Meadows' 100<sup>th</sup> birthday in 2014 the Museum is embarking on a public art project known as a Memory Band. The Band will contain 100 words, names, dates and short phrases that are significant to the history of Pitt Meadows and will be engraved into a wooden band that is attached to the fence that surrounds the heritage garden at the south side of the Museum. An exterior art project, the Band will be on display for people passing by at any time of the day or day of the week. The explanations of the words, dates, names and short phrases will be available on our website and on a sign placed close by the band. A portion of the words will be taken from public submissions and individuals are encouraged to submit their words, dates, names and short phrases by filling in this form and sending it to the Museum or by emailing us at [pittmeadowsmuseum@telus.net](mailto:pittmeadowsmuseum@telus.net).

Name and or Group: \_\_\_\_\_ Phone Number: \_\_\_\_\_

Address: \_\_\_\_\_ Email address: \_\_\_\_\_

Word, name, short phrase or date to nominate: \_\_\_\_\_

Short explanation for why this word, name, short phrase or date is significant to Pitt Meadows' history:

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The Pitt Meadows Museum Memory Band project is supported financially in part by the Province of British Columbia, Creative Communities program and by the City of Pitt Meadows. Other funding comes from the donations of individuals and businesses.



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