



Engineering Institute of Canada (EIC)

Vancouver Branch

Incorporated 1887

as

The Canadian Society of Civil Engineers

“Whereas the following members of the Canadian Society of Civil Engineers, namely did apply to the Council of the Society for authorization to form themselves into a local branch, which authority was granted therefore by the Council on the seventeenth day of April 1909 and,

Whereas the name of the said society was changed by Act of Parliament on the fifteenth day of April 1918 to the Engineering Institute of Canada,

Be it known therefore that the council of the Engineering Institute of Canada, under the Constitution and by-laws, hereby confirms the establishment and issues this charter to the Vancouver Branch of the Engineering Institute of Canada as evidence of the aforesaid authorization.”

Witness our Hand and Seal this fifth day of March 1924.

Walter J. Francis, President



Founding Members

James Ford Garden * 1898-1900 b. Feb 19, 1847, Upper Woodstock, NB; d. Dec. 8, 1914, Vancouver.

Mayor Garden, elected for three one-year terms in a city perched upon a decade of spectacular growth had "the respect and confidence of all classes". As well as influencing the physical development of the city, Garden was literally a leader, in 1899 heading a march of citizens to Deadman's Island in to stop Theodore Ludgate from logging it. The so-called Ludgate Affair began when Mayor Garden read the riot act, defying Ludgate to "chop that tree." He did, and was promptly arrested. Years of litigation followed, and eventually Ludgate's 25-year lease from the federal government was cancelled, it being determined the property was part of the federal agreement granting Stanley Park to the city in perpetuity. As an engineer, Garden's influence on development of the city's infrastructure is obvious. Projects he guided through development include an early street car system, sidewalks, road grades and water connections. Mayor Garden also donated the land near 1st and Nanaimo known today as Garden Park.¹ Garden Drive which runs along side the park is named also after him.

George H Webster – no additional info.

HK Dutcher – UBC Calendar 1915-1916 lists him as HK Dutcher, M. Sc, AM, Can SCE, Assistant Professor of Civil Engineering²

James C Kennedy - no additional info.

HA Bayfield - no additional info.

HEC Carry – Chief Engineer for logging company that cleared Shaughnessy Heights³

HB Walkem- Only reference: "The **NWC of 13 Sep 1904**, states Wilson as "Alex", and he was a fellow passenger with H. B. Walkem of the C.P.R. engineering staff."⁴ (GA Walkem was the President of the EIC in 1926; relationship unknown).

Frederick LD Tytler - no additional info.

¹ <http://www.vancouverhistory.ca/>

² http://www.library.ubc.ca/archives/pdfs/calendars/UBC_Calendar_1915-1916.pdf

³ Vancouver Stories of City – Lisa Smedman Page 255

⁴ <http://www.billminer.ca/dbfiles/b10.htm>

MP Cotton – Owner of company “MP Cotton” that cleared the land for 2nd Shaughnessy⁵

CE Cooper - no additional info.

FW McCrady - no additional info.

CC Cartwright - no additional info.

EE Busted - no additional info.

Henry John Cambie - Railway engineer b. Oct. 25, 1836, Tipperary, Ire.; d. April 23, 1928, Vancouver. Came to Canada in 1852, working for Grand Trunk Railway until 1859. Joined Sandford Fleming exploring the Chilcotin for a route to Bute Inlet. In charge of CPR surveys (1876-80). His survey from Yellowhead Pass to Port Moody set the route to the lower Fraser. In 1879 surveyed the north for a third route from Prairies to coast. From 1880-83 supervised laying of tracks from Emory Bar to Boston Bar via Fraser Canyon; next supervised Savona to Shuswap Lake. In 1903, moved to Vancouver; retired in 1921. One of Vancouver's main thoroughfares, Cambie Street is named for him.⁶

Thomas H Tracy - Vancouver City Engineer⁷

Charles Garden - No additional info.

Henry Braithwaite Abbott CPR executive b. June 14, 1829, Abbotsford, Que.; d. Sept. 13, 1915, Vancouver. Studied civil engineering at McGill. Throughout his career, he held important positions in eastern Canadian railway systems, before appointment as CPR superintendent. Present at laying of the last spike Nov. 8, 1885 at Craigellachie; rode the first train from Montreal to Port Moody with Lord Strathcona and CPR president Sir William Van Horne. In March 1886, let the contract for the clearing of the townsite of Vancouver (pop. 500). A mountain in the Selkirks and Vancouver's Abbott St. are named for him.⁶

CT Agate - No additional info.

SS McDiarmid - No additional info.

WA Clement - No additional info.

⁵ Vancouver Stories of City – Lisa Smedman Pages 254, 258, 261

⁶ <http://www.vancouverhistory.ca/>

⁷ Vancouver Stories of City – Lisa Smedman Pages 295

George Henry Keefer (George A Keefer) Contractor b. 1865, Bowling Green, Ont.; d. Dec. 8, 1957, Cobble Hill, Vancouver Island. Prominent in B.C. railway construction for 50 years. A railway contractor in 1886, he cleared the CPR right of way from Port Moody to English Bay, mostly with Stikine Indians. On June 12, 1886, looking for a camp site near today's Granville Bridge, he saw some dry brush and set it on fire to clean it up. On June 13, the "Great Fire" levelled Vancouver. He admitted his mistake many years later. (Some say his story is apocryphal.) Worked on railway lines in Washington state and B.C. before serving in WWI with Canadian Foresters (1914-19). Later a contractor for the Capilano Waterworks. Keefer St. is named for him.⁶

EA Wilmot - Mayor John Hendry's inaugural address of 1889 stressed the desirability of "establishing a complete system of water works and sewerage." Water and Sewerage became a standing committee of council that year, and a City Engineer is first mentioned in the minutes, reporting to the Board of Works. The committee selected Coquitlam Lake as its water supply source. **E.A. Wilmot** was appointed Waterworks Engineer and **A.E. Hill** Hydraulic Engineer, to prepare the design for the Coquitlam Water Works System.⁸

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Researched by:

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⁸ <http://aabc.bc.ca/WWW.aabc.archbc/display.NWM-3771>