

From Wagon Trail to Trunk Road — The Early Development of the Hastings–Barnet Road Corridor

Researched and written by: [Ralph Drew](#), Belcarra, BC, February 2022.

The extension in 1887 of the ‘Canadian Pacific Railway’ (CPR) branch line along the south shore of Burrard Inlet from ‘Port Moody’ to the newly incorporated ‘City of Vancouver’ created opportunities for businesses that required access to a transcontinental railway. One of those businesses was the ‘North Pacific Lumber Company’. ⁽¹⁾

In 1889, ‘Barnet’ was established as a company town for the ‘North Pacific Lumber Company’ by business partners James MacLaren and Frank Ross. James MacLaren named the settlement after his mother whose maiden name was Elizabeth Barnet. ⁽¹⁾ Burnaby historian George Green (1872–1955) provides commentary regarding road access to ‘Barnet’ townsite at that point in time: ⁽²⁾

“The ‘North Road’ was, up to about 1886, the main road to the [Burrard] Inlet from ‘New Westminster’, and in reasonably passable shape. It was at the time of the building of the ‘Barnet Mill’ in 1889 that the road from ‘Aliceville’ [located on ‘Burrard Inlet’] to ‘Barnet’ was opened. For some years it was the only semblance of a road leading to ‘Barnet’ from ‘Vancouver’ or ‘New Westminster’. Travellers went from ‘Vancouver’ by way of ‘Hastings’ to ‘Cassiar’, thence to the ‘Douglas Road’ and on to the ‘North Road’, continuing along it to ‘Aliceville’ thence to ‘Barnet’.” – **George Green, 1947.**

In May 1890, it was reported that James MacLaren of the ‘North Pacific Lumber Company’ wrote to the Provincial Government: ⁽³⁾

“...setting forth the advisability of a wagon road from the North Arm [*sic.* ‘Port Moody Arm’] end of the ‘Port Moody Road’ to reach as far as ‘Barnet’ to give the Company and the settlement around the mills a road outlet. He received a reply that something should be done in that direction. After writing again, James MacLaren received a reply from the Department [of Lands and Works] stating that an appropriation of \$2,000 [about \$50,000 today] had been made for a road from ‘Hastings’ to ‘Barnet’, a distance of five miles.”
– **Vancouver Daily News-Advertiser, 10 May 1890.**

It would be another 10 years before the Provincial Government actually started work on the ‘Hastings–Barnet Wagon Road’. Between 1890 and 1903, the rough wagon trail that went from ‘Aliceville’ to ‘Barnet’ was known as ‘Barnet Road’ which became a municipal road after the ‘District of Burnaby’ was incorporated in 1892. After the ‘Hastings–Barnet Wagon Road’ was opened in 1903, the section of road from ‘Aliceville’ was referred to as the ‘Old Barnet Road’.

In April 1893, contractor R. B. Kelly was awarded a contract by the Provincial Government to construct the section of the trunk road from the ‘Port Moody’ townsite to ‘Westminster Junction’ (then ‘Coquitlam’, today ‘Port Coquitlam’), a distance of about 2.5 miles (4.0 km). ⁽⁴⁾⁽⁵⁾ Robert Brenton Kelly was the first Reeve for ‘Coquitlam’ when the district incorporated in 1891 and served in that capacity for five years. The ‘Coquitlam’ council meetings were held at ‘Kelly’s Hall’ in ‘Westminster Junction’ until ‘Port Coquitlam’ separated in 1913. ⁽⁶⁾

Between 1893 and 1896 there was a worldwide economic depression — equivalent to the 1930s economic depression — that deeply affected the resource-based economy of British Columbia. As a consequence, the ‘North Pacific Lumber Company’ ceased operations for the duration of the depression. It would be 1899 before lumber prices recovered to a level that enabled the ‘Barnet Mill’ to be re-started. ⁽¹⁾

In August 1898, the ‘District of Burnaby’ considered the proposal for road from ‘Barnet’ to ‘Hastings’ townsite to serve as part of a trunk road between ‘Hastings’ and ‘Agassiz’ promoted by the ‘Vancouver Board of Trade’. The general conclusion reached by Burnaby Council was: ⁽⁷⁾

“...in the absence of present population at ‘Barnet’ and pending the long-deferred opening of the lumber mills at that point, it would not be equitable, for the sake of almost wholly through traffic, that the municipality should bear the whole burden ... of constructing the required link road through ‘Burnaby’, which would be an improvement of distinctly Provincial value and importance.” – **Vancouver Daily World, 2 August 1898.**

In November 1898, a public meeting of ‘Coquitlam’ and ‘Port Moody’ settlers was held at ‘Westminster Junction’ (then ‘Coquitlam’, today ‘Port Coquitlam’) for the purpose of lobbying the Provincial Government for a direct road to ‘Vancouver’ along the south shore of the inlet. Colonel J. T. Scott spoke of the necessity for a trunk road being built direct from ‘Vancouver’ to ‘Mission City’, and a ‘Port Moody’ resident with some knowledge of the road from ‘Port Moody’ to ‘Hastings’ [Townsite] suggested “[it] would not require a lot to be put into it [the road]”: ⁽⁸⁾

“About a mile of corduroy [road made of tree trunks laid across boggy ground] and some bridging would be needed, and a \$1000 per mile would probably cover the cost of the four miles to connect ‘Barnet’ and ‘Hastings’ [Townsite].”
– **Vancouver Daily World, 2 August 1898.**

During June 1899, several newspaper articles reported that the road from ‘Vancouver’ to ‘Barnet’ was “under consideration” ⁽⁹⁾⁽¹⁰⁾⁽¹¹⁾ and, on 29 August 1899, it was announced that the Provincial Government would immediately start work on building the road to ‘Barnet’. ⁽¹²⁾⁽¹³⁾ In October 1899, it was reported that the ‘Barnet’ route had been surveyed: ⁽¹⁴⁾⁽¹⁵⁾

“The road will start from the old ‘Hastings–Westminster Road’ [a.k.a. ‘Douglas Road’] near ‘Hastings’ [Townsite] and run due east for five and a quarter miles [8.5 km] connecting with the ‘Barnet’ mill.” – **Vancouver Daily World, 28 October 1899.**

The original ‘Hastings Townsite’ was created in 1863 by Colonel R. C. Moody, RE, as a ‘Government Reserve’ for subdivision and settlement, administered by the colonial government — see 1899 map below. ‘Nanaimo Street’ was Vancouver’s eastern boundary from 1886 until 1910, when the sparsely settled ‘Hastings Townsite’ voted to amalgamate with it. ⁽¹⁶⁾ The boundaries of the original townsite are today delineated by ‘Nanaimo Street’ (west side), ‘Boundary Road’ (east side), ‘Burrard Inlet’ (north side) and ‘29th Avenue’ (south side).

In 1900, the ‘Dewdney Trunk Road’ between ‘Westminster Junction’ (then ‘Coquitlam’, today ‘Port Coquitlam’) and the Pitt River was completed ⁽¹⁷⁾ and extension of ‘Dewdney Trunk Road’ east of Pitt River was considered a crucial economic link between ‘Vancouver’ and the farming communities located on the north side of the Fraser River. ⁽¹⁸⁾

As of January 1900, ‘Hastings Street’ extended eastward only as far as ‘Renfrew Street’ and in the Spring of 1900 the Provincial Government decided to extend ‘Hastings Street’ as far as ‘Cassiar Street’ while considering the further extension of ‘Hastings Street’ eastward. ⁽²⁾

In October 1900, the Provincial Government published a ‘Notice to Contractors’ requesting tenders for construction of the ‘Hastings–Barnet Wagon Road’, ⁽¹⁹⁾ and work started in November 1900, ⁽²⁰⁾ although it would be another three years before the ‘Hastings–Barnet Wagon Road’ was completed. In the interim, road communication with ‘Barnet’ from ‘Vancouver’ continued to be a long and difficult journey has recounted by George Green: ⁽²⁾

“The Barnet Sawmills, now having decided to commence operations, the Manager, Henry DePencier, found it necessary in travelling from ‘Vancouver’ to the mills, to go by way of the newly opened road [‘Hastings Street’] to ‘Cassiar’ [Street], thence to the ‘Douglas Road’, along it to ‘New Westminster’, then by way of the ‘North Road’ to ‘Aliceville’ from where he travelled west on the rough trail then referred to as ‘the Barnet Road’. With buckboard or by horseback, he thus conveyed the pay-roll of the mill, and though the state of the roads were such as to preclude a speed of more than three or four miles per hour [5 or 6 km/h], he was never molested by hold-up men.” – **George Green, 1947.**

Persistent requests for a more direct road route induced the Provincial Government to open 'Hastings Street' from 'Cassiar Street' to the 'Barnet' townsite and the road was eventually completed in 1903 ⁽²¹⁾ — see 1903 photographs below. The pressure of the mill management was but one of the reasons for the opening of the 'Hastings–Barnet Road' at the time: ⁽²⁾

"The 'B.C. Electric' ['British Columbia Electric Railway' (B.C.E.R.)] was just finishing their power plant at Lake Buntzen and required a right-of-way for their high-power line which it was proposed should span Burrard Inlet at 'Barnet'. This consideration weighed heavily with the Government in arriving at its decision to open the 'Hastings–Barnet Road'. Their high-potential line was at once carried along the new roadway westward as far as 'Sperling Avenue', which, being then known as the 'Pole Line Road' was opened."
– **George Green, 1947.**

In 1903, the B.C.E.R. power lines from the new 'Lake Buntzen Power House' had just been completed and required a pole line 17 miles (27 km) long and which crossed 'Burrard Inlet' at 'Barnet Beach' on two steel towers. Two wooden pole lines followed the 'Barnet Wagon Road' to 'Pole Line Road' (later, 'Sperling Avenue'), with one going to the Vancouver Substation via 'Hastings Street' and the other line going south to the Burnaby Substation via 'Pole Line Road' — see 1903 photographs below. ⁽²²⁾⁽²³⁾

In 1900, when the Provincial Government issued the contract to build the 'Hastings–Barnet Road', they initially hired a novice road builder with the result that progress was very slow. As a result, the contract was transferred to Hugh Gunn, an experienced road builder, who completed the difficult job of blasting a route to 'Barnet' down the steep north face of 'Burnaby Mountain': ⁽¹⁾

"Luckily, he [Gunn] discovered a crack in the face of the cliff, loaded a massive charge of blasting powder, and in a single blast created a road to 'Barnet'." – **Jim Wolf, 2004.**

However, according to 'City of Vancouver' Archivist, Major James Skitt Matthews, the road was in terrible condition: ⁽¹⁾

"...no one ever used it, it was a narrow trail through the forest, and in winter was simply awful. Mud, pools of water, only a buggy's width wide, and wet bushes covered some of the road. Horses could not proceed faster than a slow walk in winter. In the summer, that was as fast as anybody wanted them to go — it was too bumpy!" – **Major J.S. Matthews**

By 1905, 'Barnet' townsite had a school, a post office, a general store, and a population of 250 which rivaled the unincorporated town of 'Port Moody'. ⁽¹⁾

In May 1906, the Clerk for the 'District of Burnaby' was instructed to apply to the Provincial Road Surveyor to open-up the section of 'Boundary Road' from 'Hastings Road' (*a.k.a.* 'Douglas Road') to 'Barnet Road' which the Provincial Government had agreed to maintain. ⁽²⁴⁾

In October 1911, the residents of North Burnaby were demanding a tramline along 'Hastings Street' ⁽²⁵⁾ and, in response, the 'District of Burnaby' wrote to the B.C.E.R. company calling for construction of a tramline along 'Hastings–Barnet Road' from 'Hastings Townsite' to 'Pole Line Road'. ⁽²⁶⁾

In April 1913, 'Burnaby' Council approved the "paving" — hard surfacing with wood planks — of six miles (9.7 km) of 'Barnet Road' from 'Boundary Road' to 'Barnet' townsite: ⁽²⁷⁾

"Barnet Road will be paved to conform with the proposals of Port Moody and Port Coquitlam Councils to have a paved highway from Vancouver to the Pitt River, and this will be an integral portion of the Dewdney highway [Dewdney Trunk Road] being constructed by the Provincial Government." – **Vancouver Daily World, 28 April 1913.**

Also in April 1913, the 'Burnaby' ratepayers voted on a bylaw that would grant B.C.E.R. a franchise for 36.5 years to build tramlines along streets in 'Burnaby'. Under the terms of the franchise, the B.C.E.R. company would be bound to construct two miles (3.2 km) of tramline

from the eastern terminus in 'Vancouver' along 'Hastings Street' and 'Barnet Road', to be started within one month of the agreement and completed within eleven months. ⁽²⁸⁾ The referendum passed. ⁽²⁹⁾ On 23 December 1913, the first streetcar ran on Burnaby's new tramline that terminated at 'Ellesmere Avenue' on 'Capitol Hill' — see 1913 photographs below. ⁽³⁰⁾⁽³¹⁾

In May 1913, engineers from five municipalities — Vancouver, Burnaby, Port Moody, Coquitlam and Port Coquitlam — began preliminary surveys to determine grades in order to estimate the cost of building and hard-surfacing certain sections of the road from 'Vancouver' to 'Port Coquitlam' through 'Burnaby' via 'Barnet' and 'Port Moody'. The engineers focused their attention on the section of ground between the 'North Road' and 'Port Moody' to determine if an easier grade was possible compared to the old road. ⁽³²⁾

In early 1913, a worldwide economic recession occurred during the lead-up to 'World War One' which began in August 1914. The lack of progress regarding development of the 'Hastings–Barnet Road' transportation corridor prior to the war ending in 1918 can be attributed to war-time government austerity.

During the summer of 1917, work on the section of 'Barnet Road' adjoining the 'City of Vancouver' began in earnest — see 1915 photograph below — with the comment that "a good plank road is now in existence" in Burnaby's 'Ward Four' (east of 'Pole Line Road'). ⁽³³⁾⁽³⁴⁾⁽³⁵⁾⁽³⁶⁾

In 1918, the Provincial Government "recognized the fact that the 'Hastings–Barnet Road' is a trunk road". ⁽³⁷⁾

In 1920, "a hard surface motor highway connecting Vancouver with Mission" was used to describe the "provincial trunk road now under construction": ⁽³⁸⁾

"Hastings Highway [a.k.a. 'Dewdney Trunk Road'] is in reality an extension into the Fraser Valley of Hastings Street, Vancouver. It is the name for a half-dozen lengths of highway which, under the constructive hands of the engineers of the public works department, are being welded into one hard-surfaced asphaltic whole."

"One section which will be merged into 'Hastings Highway' is the 'Port Moody–Barnet Road' of other days, a road made by the pioneers and left by them to be a terror and abomination to all wheeled traffic, horse and motor alike. It was originally a corduroy road and when logs went down out of sight in the mud, the road was planked. The worst part of the 'Port Moody–Barnet Road' passes through Burnaby, along the shore of Burrard Inlet, and because Burnaby had little use for the road, that municipality refused to keep it up and cast it out to be a charge upon the [Provincial] government."

"When Barnet is passed [heading east], Hastings Highway will link-up with several miles of the most excellent hard surface ribbon to be found anywhere on the coast. This is the pride of the 'City of Port Moody', an industrial centre which will rejoice to learn the government plans with regards to Hastings Highway."

"From the head of the Inlet to Port Coquitlam is but three or four miles [5 or 6 km]. This portion of the highway is at present in fairly good condition, being a well-drained gravel road. But it is in the plan of the public works department to widen and rebuild this portion, bringing it up to the high standard of construction which will be followed throughout the length of the highway." — **Vancouver Daily World, 20 January 1920.**

In January 1921, the Provincial Government "...informed residents from north of the Fraser River that the government could not classify the 'Hastings–Barnet Road' as a 'primary highway' at present". ⁽³⁹⁾ It was subsequently reported that, under the 'Highways Act': ⁽⁴⁰⁾

"The classification showed that 'Kingsway' was regarded as [part of the] 'Pacific Coast Highway', and was, therefore, classified as a primary road, while 'Hastings–Barnet Road', 'North Road' and 'Riverway', through Burnaby, were classified as secondary highways." — **Vancouver Province, 26 April 1921.**

In March 1924, it was reported that the ‘Vancouver–Agassiz Good Roads League’ had met in Port Moody: ⁽⁴¹⁾

“The objective of the conference is [was] to press for completion of the Barnet–Hastings portion of the ‘Dewdney Trunk Road’ this year [1924]. The question of classifying a road between Agassiz and Vancouver as a primary road will also be taken-up.” – **Vancouver Sun, 1 March 1924.**

In May 1925, it was reported that the Public Works Department in Victoria advised that ‘Dewdney Trunk Road’, extending 15 miles (24 km) through ‘Maple Ridge Municipality’, had been classified as ‘primary road’. ⁽⁴²⁾

In March 1926, it was reported that ‘Dewdney Trunk Road’ from the western boundary of ‘Port Coquitlam’ to the eastern boundary (Pitt River) had been classified as ‘primary highway’. ⁽⁴³⁾ Another newspaper article that same month reported that ‘Dewdney Trunk Road’ through ‘Coquitlam’ from the ‘New Westminster’ boundary to the ‘Port Coquitlam’ boundary also had been classified as ‘primary highway’. ⁽⁴⁴⁾

In May 1926, it was reported that the municipal engineers had made a commitment to the ‘Vancouver-to-Agassiz Good Roads Association’ to hard-surface the ‘Hastings–Barnet Road’ and that the ‘District of Burnaby’ was anxious to have at least a portion of the work on the Burnaby section completed in 1926. It was also reported that the ‘Hastings–Barnet Road’ was classified as ‘primary highway’. ⁽⁴⁵⁾

In May 1927, it was reported that the Provincial Government “intends to lay-down a permanent concrete surface” on the ‘Hastings–Barnet Road’ ⁽⁴⁶⁾ and, in August 1927, that “‘Hastings–Barnet Road’, from ‘Sperling Avenue’ (*a.k.a.* ‘Pole Line Road’) to ‘Boundary Road’ will be paved with concrete immediately...”. ⁽⁴⁷⁾ Finally, on Saturday, December 10th, 1927, the newly constructed 18-foot-wide concrete pavement was officially opened by Public Works Minister Dr. W. H. Sutherland — see 1927 photographs below. ⁽⁴⁸⁾⁽⁴⁹⁾

In July 1928, it was reported that a contract had been awarded to pave the “two miles [3.2 km] on the ‘Hastings–Barnet Road’ ... from ‘Sperling Avenue’ to ‘Barnet’ [townsite]”. ⁽⁵⁰⁾ This meant that the final section of road from ‘Barnet’ to ‘Port Moody’ was still to be hard-surfaced. Regardless, the ‘Hastings–Barnet Road’ transportation corridor was officially designated as part of the ‘Dewdney Trunk Road’ that serviced the north shore of the Fraser River out to ‘Mission’ and ‘Agassiz’ — see 1930 map below.

In November 1930, the ‘Burnaby Town Planning Commission’ recommended that the ‘Hastings–Barnet Road’ be classified as ‘arterial road’ ⁽⁵¹⁾ and, in 1933, ‘Hastings–Barnet Road’ and ‘Dewdney Trunk Road’ from ‘Boundary Road’ to ‘Pitt River Bridge’ were officially designated as ‘Arterial Highway’. ⁽⁵²⁾ However, the effects of the 1930s ‘Great Depression’ began having a significant impact on government projects such as roads.

In December 1930, the ‘Coquitlam’ municipal council requested the Provincial Government to start work on the ‘Lougheed Highway’ with the view of helping the unemployment situation, ⁽⁵³⁾ and government road construction quickly changed focus to building the ‘Lougheed Highway’ as the primary access to the north shore of the Fraser River. ⁽⁵⁴⁾⁽⁵⁵⁾

Inevitably, the old ‘Dewdney Trunk Road’ east of the ‘Pitt River Bridge’ on the north side of the Fraser River was reclassified from ‘arterial highway’ to ‘secondary highway’ as the new ‘Lougheed Highway’ assumed the role as the ‘arterial highway’. ⁽⁵⁶⁾

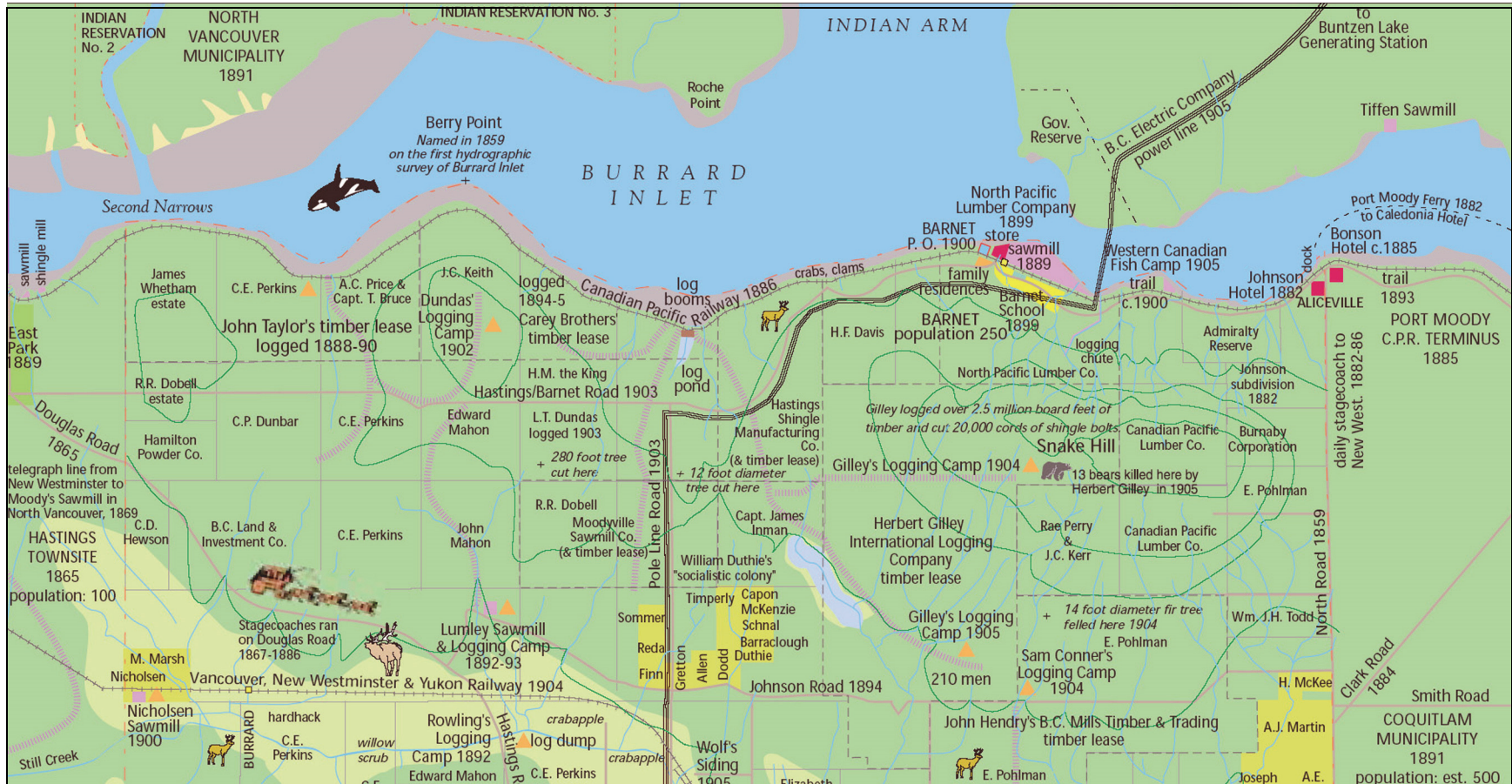
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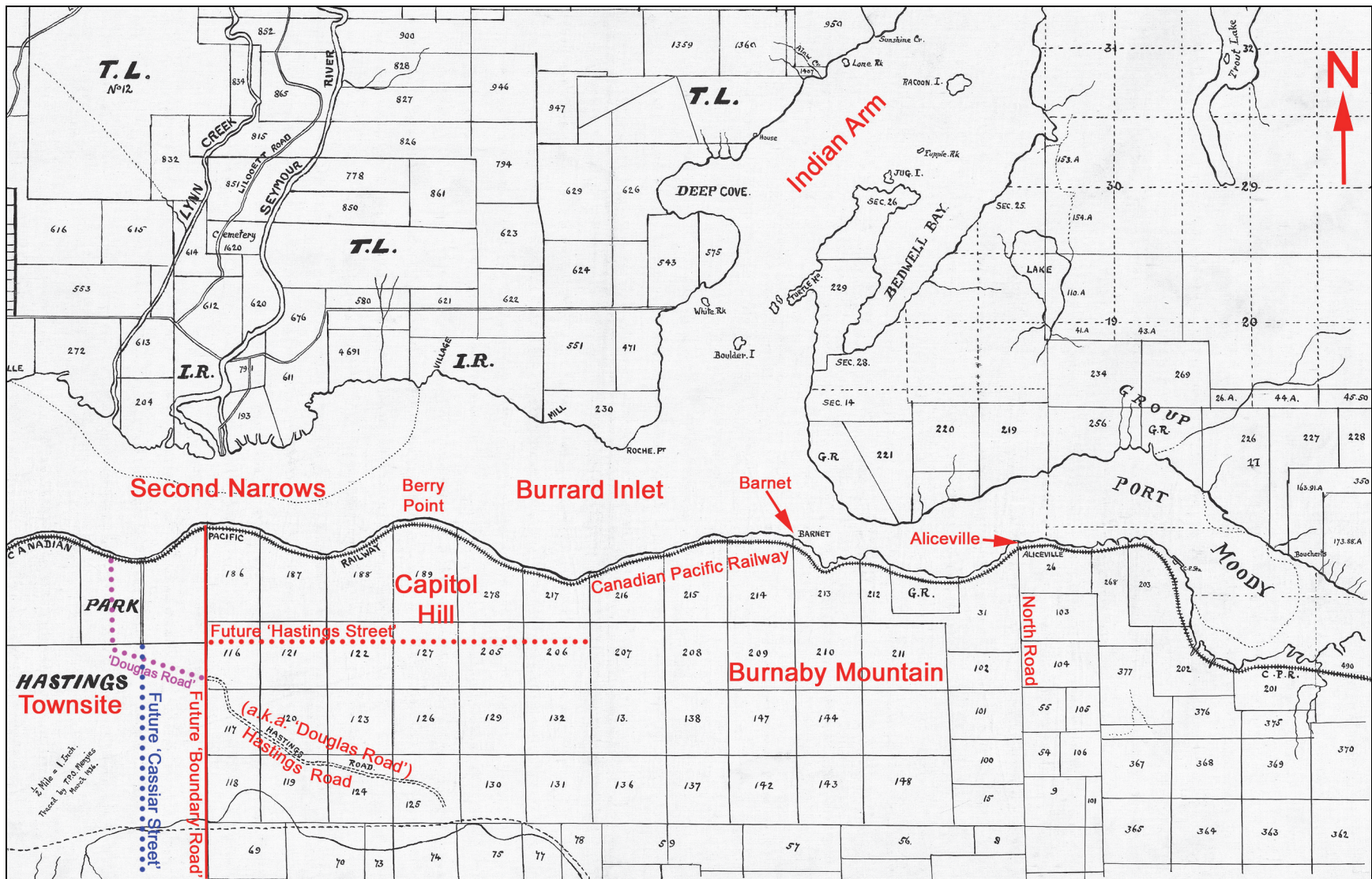
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Source: [Heritage Burnaby, Charting Change Atlas, 1905.](#)

Annotated historical map of early Burnaby area adjacent to 'Burrard Inlet', 1880 to 1905 — note the 'Hastings–Barnet Road' (dated 1903) and the 'Barnet–Aliceville Trail' (dated c.1900).



Source: City of Vancouver Archives (CVA Map 588), map traced by T.P.O. Menzies, March 1936.

Map annotated by Ralph Drew.

Portion of an 1899 map showing the 'District of Burnaby' area adjacent to 'Burrard Inlet' — note that the 'Hastings-Barnet Road' and 'Barnet-Aliceville Road' are not yet built.



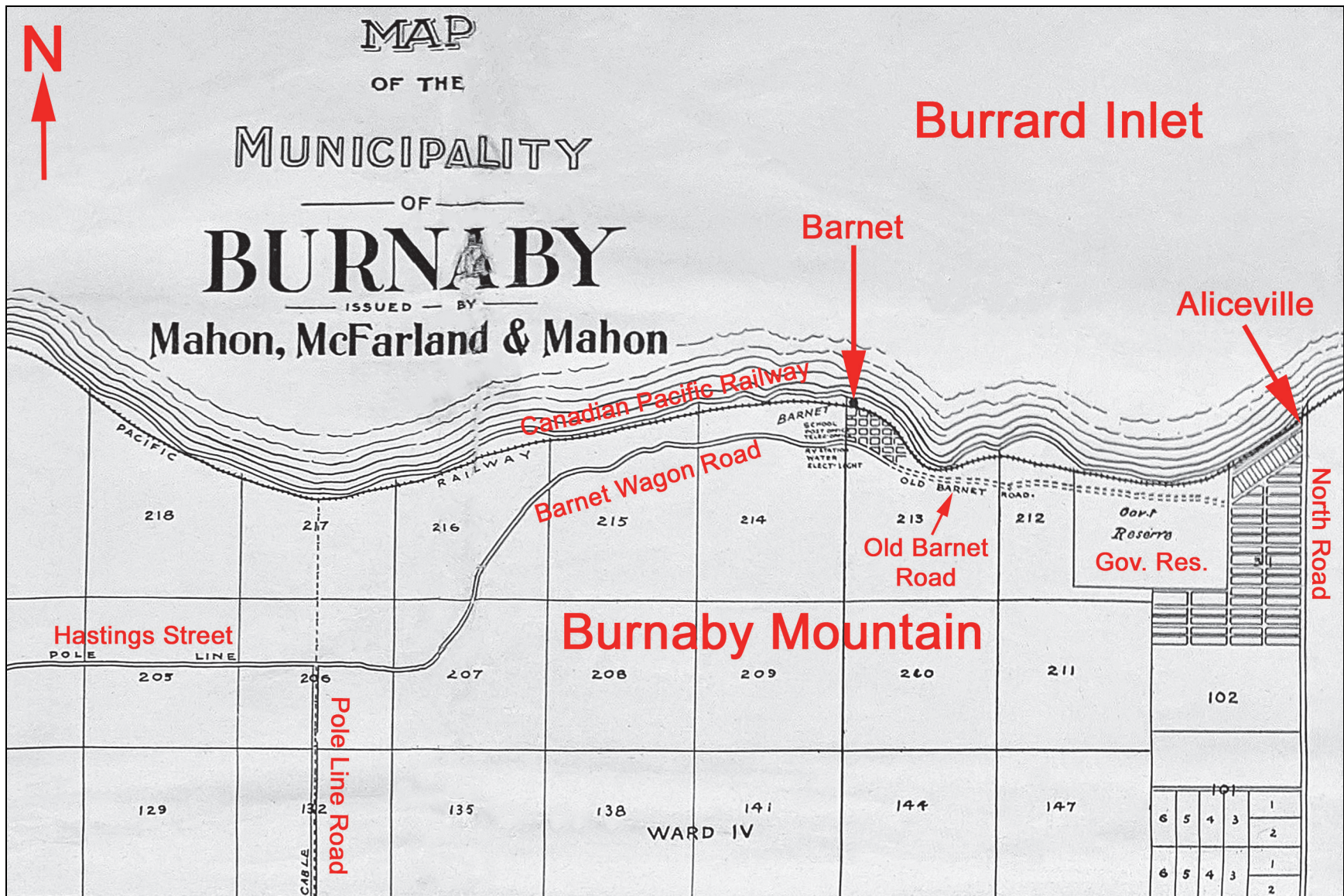
Source: City of Vancouver Archives (CVA SGN 1714).

**Wooden B.C.E.R. power poles along the 'Barnet Wagon Road', June 1903
— note the tents (worker's camp) at the end of the road (center) —
also note that there are two lines of power poles on opposite sides of the road
and that the electrical lines have yet to be strung on the poles.**



Source: City of Vancouver Archives (CVA SGN 1711).

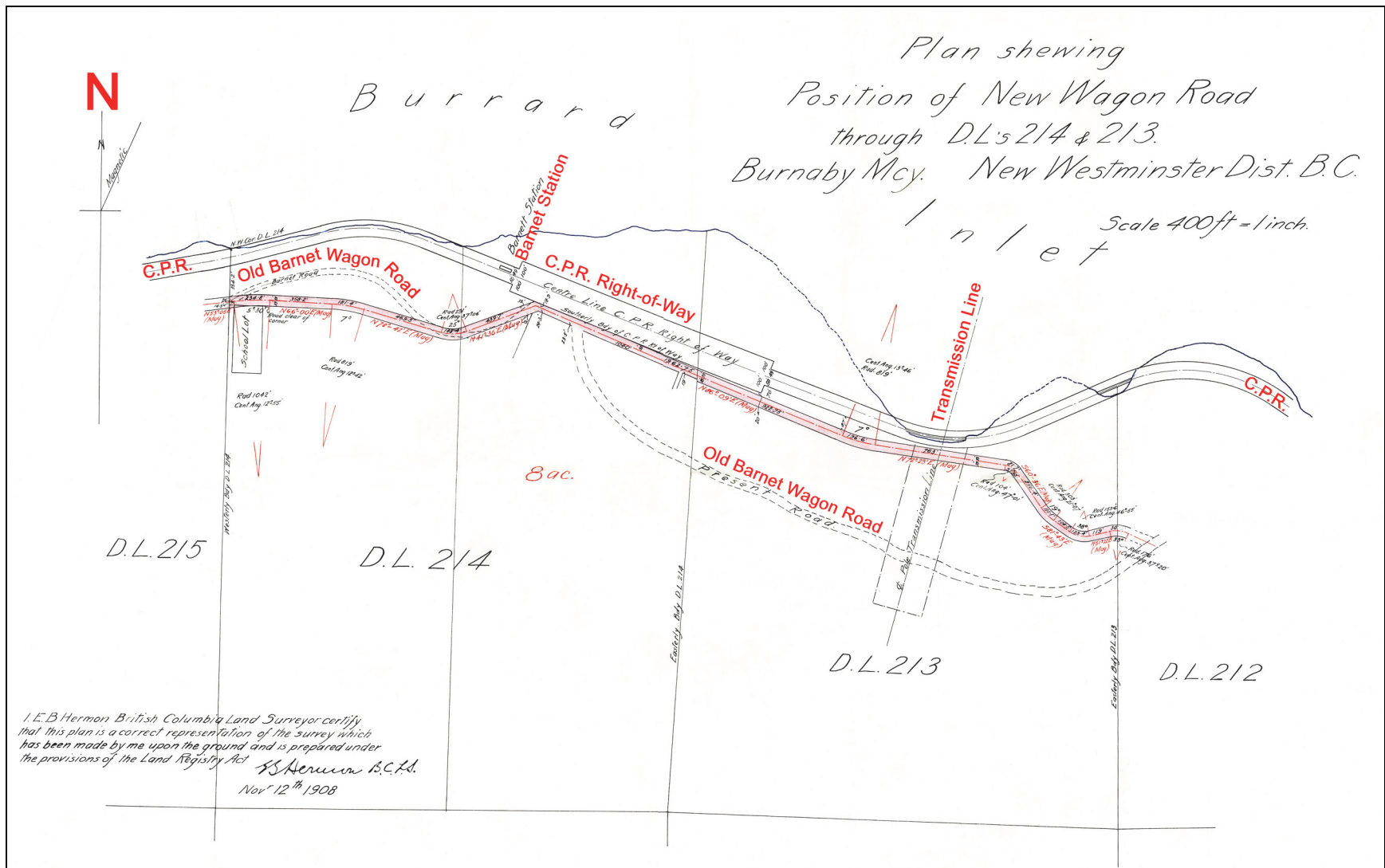
**Wooden B.C.E.R. power poles along the 'Barnet Wagon Road', June 1903 —
Since there is only one row of power poles in this photo, it is most likely that this section of
road was located west of 'Pole Line Road' (later, 'Sperling Avenue') — view looking east.**



Source: Burnaby Village Museum (BVM HV976_158_6, CBA 1976_0158_0006_002).

Map annotated by Ralph Drew.

Portion of a 1909 map showing the ‘District of Burnaby’ area adjacent to ‘Burrard Inlet’ — note the location of ‘Old Barnet Road’ that began as a rough wagon trail in 1890. (2)



Source: City of Burnaby Archives (CBA Item No. 10992), plan drawn by E.B. Herman, BCLS, November 12th, 1908.

Plan annotated by Ralph Drew.

1908 plan showing location of the 'New Wagon Road' through District Lots 214 & 213 — note the location of the 'Old Barnet Wagon Road' shown as dashed lines.



Source: City of Vancouver Archives (CVA Out P278.1), photograph by Philip Timms (1874–1973).

The ‘Barnet Wagon Road’ near ‘Barnet’ townsite, *circa* 1909.



Source: City of Vancouver Archives (CVA Out P278.2), photograph by Philip Timms (1874–1973).

The 'Barnet Wagon Road' near 'Barnet' townsite, *circa* 1909.



Source: City of Burnaby Archives (CBA 044-001).

**Intersection of 'North Road' (left) and 'Barnet Road' (center), circa 1914
— view looking west — note that the road is graded gravel and dirt.**



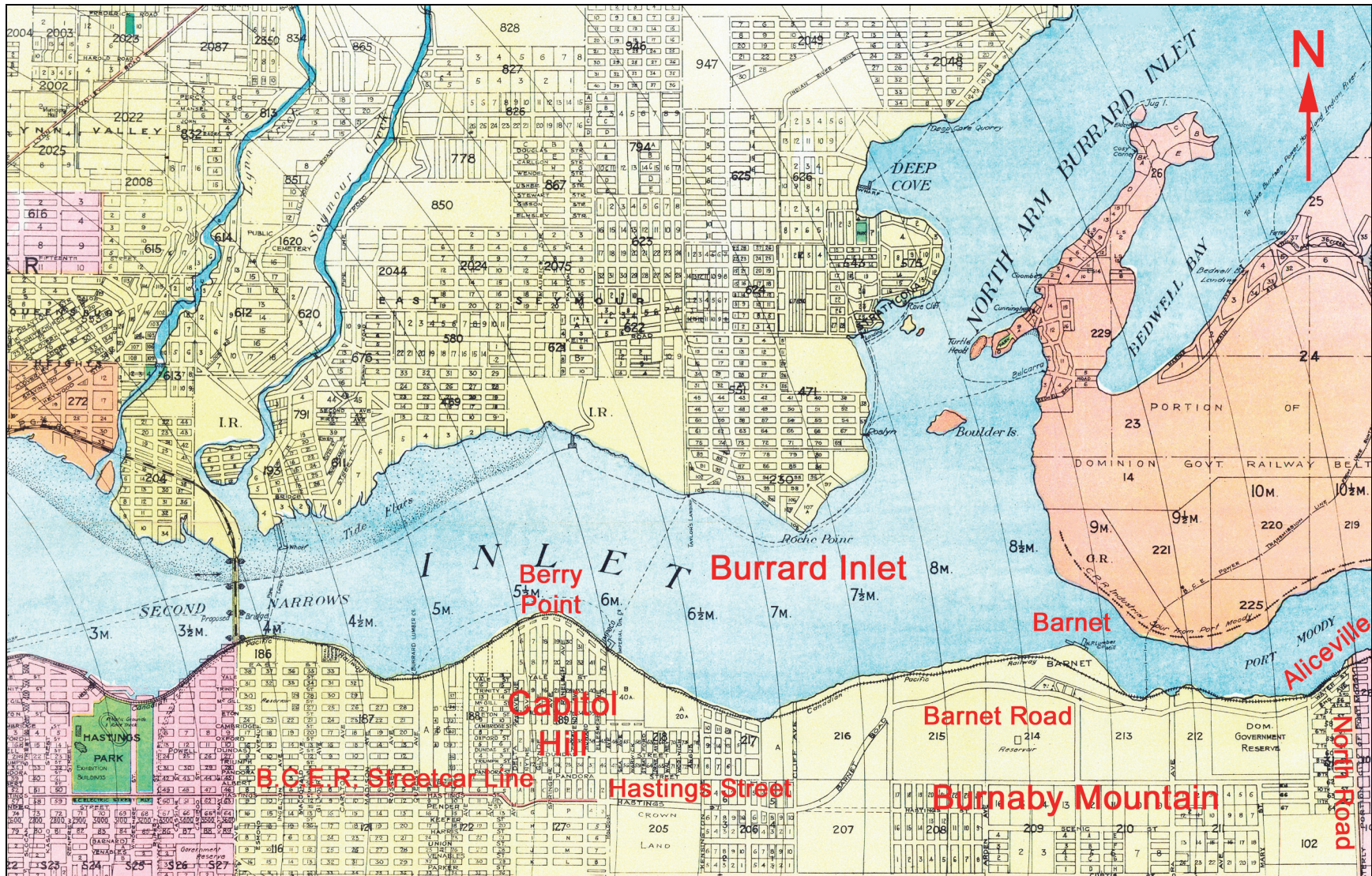
Source: City of Burnaby Archives (CBA 487-007), photograph by J.W. Phillips.

‘Hastings–Barnet Road’ and streetcar at the ‘Ellesmere Avenue’ terminus on ‘Capitol Hill’ — the B.C.E.R. tramline along ‘Hastings St.’ to ‘Capitol Hill’ was opened on December 23rd, 1913 — view looking east toward ‘Burnaby Mountain’ in the distance (center left).



Source: City of Burnaby Archives (CBA 487-001), photograph by J.W. Phillips.

**‘Hastings–Barnet Road’ and streetcar at the ‘Ellesmere Avenue’ terminus on ‘Capitol Hill’, 1913
— view looking east — note that the road is hard-surfaced with wood planks
— also note the horse-drawn wagon carrying a load of cordwood.**



Source: City of Vancouver Archives (CVA Map 70).

Portion of a 1914 map showing the ‘District of Burnaby’ area adjacent to ‘Burrard Inlet’ — note the designations ‘Hastings Street’ and ‘Barnet Road’ (east of ‘Cliff Avenue’) — also note the red line along ‘Hastings Street’ that indicates the new B.C.E.R. tramline.



Source: City of Burnaby Archives (CBA 204-305).

'Hastings-Barnet Road' — view looking east to 'Boundary Road', 1915 — note that the road is surfaced with gravel and the sidewalks are made with wood planks — also note the B.C.E.R. streetcar on the south side of the road (upper center).



Source: City of Burnaby Archives (CBA 204-492).

'Hastings–Barnet Road' at the 'Barnet' townsite, 1922
— view looking east — note that the road is hard-surfaced with wood planks
— also note that there are two lines of power poles on opposite sides of the road.



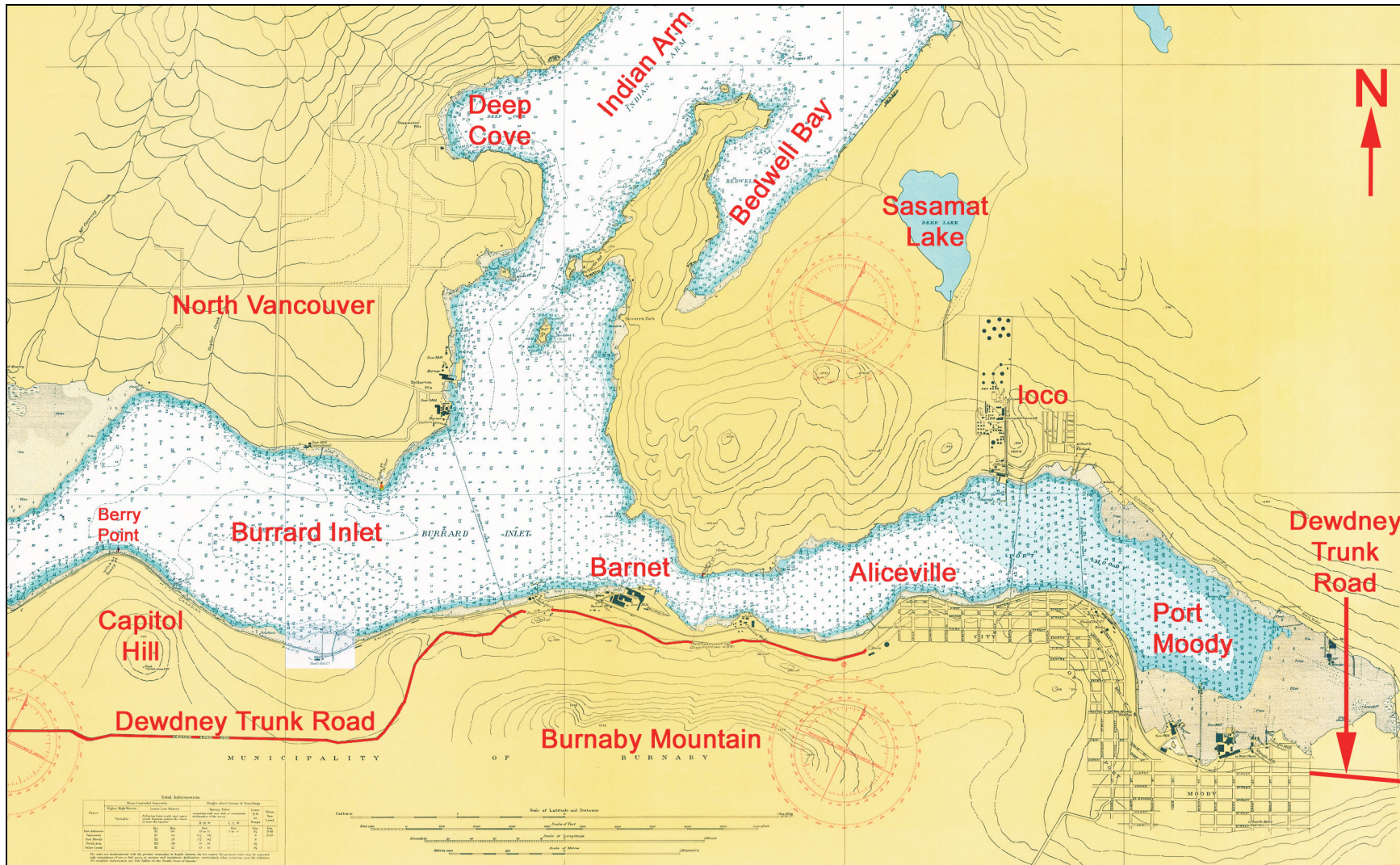
Source: Royal British Columbia Museum and Archives (RBCMA D-09115).

‘Hastings–Barnet Road’ — view looking east toward ‘Capitol Hill’, 1927 — note that the road surface is paved with 18-foot-wide concrete — note the B.C.E.R. pole line to Vancouver on the north side of the road.



Source: City of Burnaby Archives (CBA 476-003).

Official opening of the newly paved 'Hastings–Barnet Road' — Saturday, December 10th, 1927 — Provincial Public Works Minister Dr. W. H. Sutherland opens symbolic gate across 'Hastings St.' — note the 'Barnet Lumber Co. Ltd.' building (background) at 'Hastings St.' & 'MacDonald Ave.'



Source: City of Vancouver Archives (CVA Map 40c).

Map annotated by Ralph Drew.

1930 map of Vancouver Harbour, Second Narrows to Port Moody — note that the ‘Hastings–Barnet’ road corridor is designated as ‘Dewdney Trunk Road’.