

## **Early Vancouver**

### **Volume One**

**By: Major J.S. Matthews, V.D.**

**2011 Edition (Originally Published 1932)**

*Narrative of Pioneers of Vancouver, BC Collected During 1931-1932.*

*A Collection of Historical Data, Maps, and Plans Made with the Assistance of  
Pioneers of Vancouver Between March and December 1931.*

### **About the 2011 Edition**

The 2011 edition is a transcription of the original work collected and published by Major Matthews. Handwritten marginalia and corrections Matthews made to his text over the years have been incorporated and some typographical errors have been corrected, but no other editorial work has been undertaken. The edition and its online presentation was produced by the City of Vancouver Archives to celebrate the 125<sup>th</sup> anniversary of the City's founding. The project was made possible by funding from the Vancouver Historical Society.

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firemen put on. No matter how much we dislike it, how much we esteem Mr. Carlisle, the fact remains that Mr. Carlisle was not the first fire chief. But he has always been considered as such, and treated so, but 'history is history.'

"I rather think the 'M.A. MacLean' fire engine arrived before Mr. Carlisle was fire chief.

"I do not recognise this building to the right of the tent," he said, on being shown the photograph of the ruins of Vancouver after the fire. "The building here is the Regina Hotel, on the corner of Water and Cambie streets, but this is, I think, a scow house; there were a number of scow houses which escaped destruction, and it looks more about where Mr. Cates, old Mr. Cates and his family, father of Captain J.A. Cates, had a scow house and a ship yard down there. I think the point is more where Captain Cates lived than where Andy Linton had his boat house." (At foot of Carrall Street.)

### **DUPONT STREET, NOW PENDER STREET EAST.**

"Dupont Street was, at that time, a street on piles. I walked over the stringers when they were building it. The tide came right up to the corner of Dupont and Columbia Street," said Mr. Mateer.

### **THE FIRE ENGINE "M.A. MACLEAN."**

"The first test of the first fire engine Vancouver had was made on the Cambie Street wharf in the presence of Mayor MacLean, and Thos. Dunn, with myself at the nozzle," said Mr. Mateer. "We pumped the water out of the sea."

### **21 JULY 1931 - McDONOUGH HALL, OLDEST BUILDING IN DOWNTOWN DISTRICT OF VANCOUVER, 1931.**

"The first big ball in Vancouver was held in the McDonough Hall," said Mr. W.F. Findlay. "The building is now used for some sort of a mission, that is, top floor, with stores of various sorts on the street level. It is at the southeast corner of Columbia and Hastings Street, and is, I believe, the oldest building in downtown Vancouver, a wooden building approximately fifty feet facing on Hastings Street." (See photo in Archives.)

"It was built in the fall of 1887, and finished in 1888. At the time people remarked, as they saw it in process of erection, 'Why the — did he go out in the woods to build it?' It was a grand ball, and, if I remember rightly, Dr. Bell-Irving and Mr. (afterwards General) J. Duff Stuart were floor managers. It was a really 'grand' ball, the supper was on the upper floor; the lower floor, even at that time, was stores, or rather, a grocery store."

#### *NOTE ADDED LATER:*

"I would not say 'first big ball.' I do know this, that it was the first of the St. Andrews and Caledonian Society." W.F. Findlay, 12 April 1932.

### **LOTUS HOTEL, ABBOTT STREET.**

Years ago, Mr. Campbell of the Vancouver Fire Department, and formerly assistant chief at the fire hall which, about 1904 onwards, stood at the southeast corner of Ninth Avenue and Granville Street, and who lived on the northwest corner of Pacific and Howe streets, told me that one evening in the early days, he wandered into the Sunnyside Hotel and was persuaded to buy, for one dollar, a ticket in a raffle for a lot. He did not want the ticket, but took it, and put it in his pocket.

He got the lot at the northwest corner of Abbott and Pender Street West, kept it for many years, and finally, approximately 1908, sold it for many thousands of dollars—between \$25,000 and \$75,000.

J.S. Matthews