

Early Vancouver

Volume One

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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 125th anniversary of the City's founding. The project was made possible by funding from the Vancouver Historical Society.

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(Should be Lawson or Dawson?)

CITY COUNCIL.

Alderman Harry Hemlow, now resident in Vancouver, and Alderman L.A. Hamilton, a non-resident, are now, in 1931, the only two remaining councillors living who were members of the first Council. The famous tent picture of the City Hall and Council, taken immediately after the Great Fire, does not show Alderman Harry Hemlow—he was absent at the time.

8 AUGUST 1931 - EARLY WATER WORKS. HASTINGS SAWMILL.

Apart from wells and creeks, the earliest water works system in Vancouver was the old Hastings Mill flume from Trout Lake, on Lakewood Drive, Grandview, now a civic park and bathing pool.

In conversation with Mr. Frame, for many years storekeeper of the Hastings Sawmill Store, he said to me, "Oh, yes, they got their water from Trout Lake, by an open flume; when they sold the property they kept the lake."

The remark is interesting, and of value in tracing the water system of Vancouver. Settlements of all our early homes, camps, etc., were governed by water—wells, springs, creeks—and this lake must have had some influence in the location of the Hastings Sawmill. The Hastings Sawmill had very extensive timber rights about Vancouver. (On 13 October 1871, J.A. Raymur, Manager, Hastings Sawmill, gives permission to one Robert Preston to preempt the land about Kitsilano Beach, "provided he does not cut or destroy any of the timber thereon." See further, 20 November, water works, conversation Mr. T. Sanderson.)

Mr. Frame's attention being drawn to a hooked white streak on the photograph of Gastown, "Before the Fire," about one inch from the left of the picture, he said, "I think that was a skid road down Mount Pleasant, perhaps a little to the left of the present Main Street. It will be interesting to discover whether or not this is not the skid road which, perhaps, developed into Kingsway; if it was part of the 'new road' from Westminster."

KITSILANO, PREEMPTION.

The permission to preempt Kitsilano Beach is to be found in the Greer papers, *The Fight for Kitsilano Beach*, in the City Museum. (Copy only.)

AUGUST 1931 - BUS LINES. KITSILANO BEACH. MACDONALD STREET. BROADWAY. KERRISDALE.

The first north and south transportation to Kitsilano Beach commenced on 1 July 1931, when, as a result of representations made by the Kitsilano Ratepayers Association (C.H. Fraser, president), the B.C. Electric Railway Company started a motor bus, connecting with the Kerrisdale bus to Broadway, beginning each week day at noon, on Sundays at 10 a.m., and running every twenty minutes, city fare with transfers from connecting and to connecting lines. It was very poorly patronised; two or three passengers, sometimes more, nearly all travelling on transfer, and so the venture was very unprofitable. The route: Cornwall Street, Point Grey Road, Macdonald Street, and on to Kerrisdale.

The increasing popularity of Kitsilano Beach reached a zenith with the opening, about 15 August 1931, of the largest swimming pool in North America, a tremendous crowd turning out for the opening ceremony. This long-neglected beach seems this year to have at last supplanted English Bay as the most frequented beach in Western Canada. During the year, also, two blocks bounded by Cornwall, Yew, Arbutus streets and the car tracks, has been partially filled in preparatory to conversion into a park, the sward laid in 1930, about five acres, west of Arbutus between Creelman and Whyte, and on the two blocks north of Ogden Street, known as Haddon