

## **Early Vancouver**

### **Volume Two**

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

**2011 Edition (Originally Published 1933)**

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

*Supplemental to volume one collected in 1931.*

### **About the 2011 Edition**

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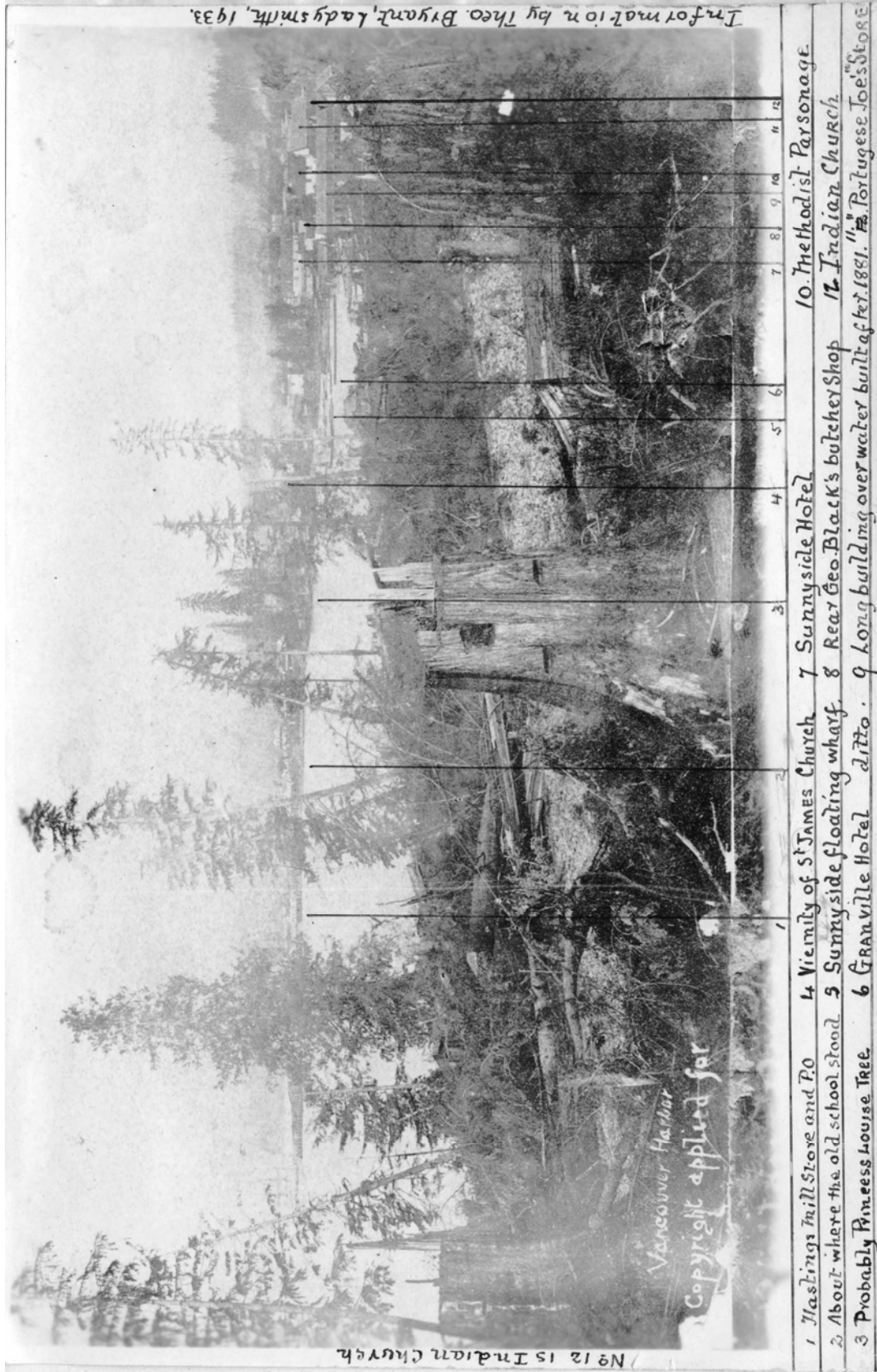
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Information by Theo. Bryant, Lady Smith, 1933.

No 12 is Indian Church

Vancouver Harbor  
Copyright applied for

- 1 Hastings Mill Store and P.O.
- 2 About where the old school stood
- 3 Probably Princess Louise Tree
- 4 Vicinity of St James Church
- 5 Sunnyside floating wharf
- 6 Granville Hotel
- 7 Sunnyside Hotel
- 8 Rear Geo. Black's butcher shop
- 9 Long building over water built of bet. 1881.
- 10 Methodist Parsonage
- 11 Indian Church
- 12 Portuguese Joe's Store

Item # EarlyVan\_v2\_037

## **EARLY GRANVILLE.**

Theo. Bryant, Ladysmith, 19 October 1932, writes in part:

### **“PORTUGUESE JOE.”**

“There are a 2nd, 3rd and 4th generation of Portuguese Joe living on an island about fifteen miles away from here—it was only by accident that I got a line on these some years ago, but there was no demand for any enquiry re old Gastown then. I asked the son if there was any connection in the names—and the old store which was erected many years before we went to Granville.”

Second letter, 19 October: “I have seen a man here, Ham Hayden, who came to Vancouver '88, and I asked him about Portuguese Joe, and he said he knew two by that name, and I thought the man who lived at Deadman's Island and the point was the man who built the store in question as marked on the map. He says that this man lived at Pender Harbour, but of course may be dead; was living there with some of the progeny of those who were evicted from (squatters) Stanley Park.”

### **BEN WILSON.**

“There was a Ben Wilson in the '80s about Westminster, and if I remember right married to some pioneer family there—it is a little hazy—but he and a man went out of Port Moody after a demented logger up the North Arm of Burrard Inlet; one of them was shot and bled to death before they could get back to Port Moody for medical attention.”

### **“PORTUGUESE JOE” OF GASTOWN.**

Theo. Bryant, Ladysmith, writing 29 November 1932, says:

“I went to Hayden here; his boathouse was at the foot of Cambie Street; about September 1888 he arrived in Vancouver; came to Ladysmith about 1906.

“Being hazy as to the Portuguese Joe—I could not see the Silva family living near here whose father went by that name. I find that he died about thirty years ago, so I wrote to Mr. Hosie in Victoria to see what the Land Department had in the matter of the sale of those original lots in Vancouver or Granville. I should say—I am enclosing you the letter from Mr. Hosie's dept., and you see that the both of these Portuguese Joes had a hand or some money in the old place. Joe Silvey is the man whose children live near here and was on the spot in 1868—I haven't got the full details as to this man, but am awaiting the coming of the oldest son—he was quite a trader with the Indians in the vicinity of Portier Pass, commonly called Cowichan Gap.

“It looks as though Gregoris Fernandez was another Portuguese Joe as that is the man who apparently owned the building on Lot 16 next to the Methodist church lots—I looked up an old directory of Pender Harbour, and find a Greek or Portuguese name of a man who runs a store there—I think it is Gonsalves and Dames; perhaps this is the second one.

“I have marked the enclosed photos. Think I am nearly right in this except the place where the store was located at Hastings; the trees are in the way; the harbour does look small in this photo.

“As far as the store of Portuguese Joe it was not located where it is shown on the map; it was right on the foreshore, in fact the slide was made of heavy plank to take goods from the scows up to the back of the store and on the east side steps were in use from the bank to the beach. Would say that the building you say is the Deighton House was a long way from the foreshore, must have been nearly on Lot 1, and it was not far from the jail, and would be farther back from the street than it. The Sunnyside Hotel was opposite the Deighton, and it was built the rear on piles; the front was just about on earth.

“No. 4 could not be Sullivan's as that was built about '79 when we were living there. I will clear that up for you in another letter. In the photo the long building on the foreshore, No. 8, was built after we left, and I think at the rear is the building that Johns the Customs man lived in. It has a chimney at the peak of the house, but I may be wrong in this as to whom the house belonged; it was not the church.”

Etc., etc.

### **SUNNYSIDE HOTEL.**

Letter, 7 December, 1932. "I would presume that it" (photo of Granville, December 1885) "is east to west view. The large building nearest was the Sunnyside Hotel, and was quite a different building when I was a boy there—probably they anticipated a boom." (Note: this photo shows, indistinctly, the scaffolding around the Sunnyside Hotel, as though it was being enlarged or altered.)

### **MAXIES. GEORGE BLACK. GRANVILLE. THEO. BRYANT.**

"Hastings, as you may know, was where the Second Narrows is, was known as Hastings and Maxies—I think the latter was the same place—George Black had buildings there, a stable and a skating rink—roller skates—the first I ever saw, and one winter day George Black came up to the old school house just as school came out and took all the kids in a big sleigh to Hastings for a ride, which seemed quite a ride in those days. We had skates free, and of course George Black was a very good man and was much thought of by the citizens as well as the boys and girls. His home was next to the Sunnyside, almost adjoining, a cottage built over the water, and almost adjoining his home was his butcher shop; it was also over the water at high tide, and almost opposite the jail and customs house. The whole space between these houses and the land which terminated about at the customs house was *covered by plank*.

"Re Hastings. Hastings was the end of the inlet road, or where the road from New Westminster reached Burrard Inlet—the passengers got off here for Moodyville, it was only a short distance across—Jack Fannin was a shoemaker there, he *stuffed* birds, etc., and some years after he got the job of Curator at the New Museum at Victoria. A telegraph line was run from here across to Moodyville."

### **TELEGRAPH LINE TO MOODYVILLE FROM HASTINGS. KINGSWAY.**

"I think a man by the name of Milligan was the operator, he also was the bookkeeper for the Moodyville Sawmill and storekeeper. This line I think was private, and went from Hastings to New Westminster. While we were living there the government put in a telegraph line that came over a different route—probably much the same as now being followed over the False Creek, up Main Street, and then Kingsway. This was in use as a road in a way in those days, but nearly all traffic went via Hastings to New Westminster, but I remember walking on this old route to New Westminster out about four or five miles—the trees encroached on the road. My father used to walk this road to New Westminster and back in those days.

"I don't remember any Spanish in Vancouver in those days, but there were Kanakas from the Sandwich Islands—we had a girl of that nationality at school—Christine Nahu—a long memory—perhaps because it was a hard time for me to keep ahead of her in school."

Letter, 30 December 1932. "Your last picture of the waterfront" ("Granville, January 1886 or December 1885") is not as good as the first as it is on the foreshore, and the buildings on the front have cut off all the rear ones except two. The large building in the foreground is no doubt the Sunnyside Hotel that is being rushed to completion as the scaffold is still in place, then the gap to the next building leaves two facing the water—which should be Water Street, they seem to be quite a way along, and the furthest reminds me of Robertson's dwelling—he was proprietor of the 'Hole in the Wall' saloon. Since writing the last sentence I got a microscope and checked this over—I now see that it is a business house—and looked like the front of the Granville Hotel—Joe Mannion's—if so, the house on piles this side, that's the camera's side, would be George Black's butcher shop, but I cannot think that it would be so far away from the Sunnyside."

### **GRANVILLE HOTEL.**

"From the front of the Granville Hotel a floating wharf went out to the bay, to a float used for small craft and Moodyville ferry in my day. There should be boat house men in Vancouver that could let you know who that boat house belongs to—it was before Hayden's time there—Hayden is our boat house man here. The Methodist Church and parsonage is prominent in the roofline, just above the front part of the boat house. This is about the size of Granville when I was there as past the parsonage were only a few buildings and mostly of the batch variety with an Indian colony at the extreme end. Am returning the other marked photo."

#### **NORTH ARM ROAD. FALSE CREEK BRIDGE. FIRST HOUSE IN GRANVILLE.**

“Re the road to New Westminster via False Creek and North Arm Road, this, while I don’t know if it was the original—I think I can remember something about it being put through by the military—the Sappers and Miners you know were located at New Westminster, and this would be pie for them compared with the Cariboo road—the road turned at the Maple Tree from the Deighton House, and, only from memory, would say it went nearly due south for some distance, and came to False Creek at a narrow place. The bridge across was made of piles—the hill across I suppose is Fairview” (Note: Mount Pleasant) “of years ago. On top of it there was a swamp, some way past the top, we used to call it the ‘Tea Swamp,’ owing to California tea—commonly called so by the Cariboo miners—growing there. Just before getting to the swamp the road turned to the left almost at right angles towards New Westminster. I have been down this about a mile. Jonathan Miller, late postmaster at Vancouver, then had a farm down on this road; I went towards this with one of his boys. If you searched the land registry department in N.W. or Victoria no doubt you would find some record of this. No doubt that a record of the lot holders of ’85 or ’86 could be had, and that would give you some clue as to the houses in the pictures submitted to me, Portuguese Joe’s being the first, so the Indians say, would be a starter. The store no doubt was erected for sea connection as the sign on the building, large square store front sign was facing the water when we went there—and big heavy steps up the side from the gravel to high land would indicate that it must have been canoe or boat trade that was expected.

“I think Mr. and Mrs. Gold and son Ed came there and occupied the building for a short time; look up Ed Gold, he was mayor, or tried to be, of South Vancouver some years ago; he may be able to give you some highlights of the old building. A few days ago I was messing through some old papers, I came across a butcher bill of Geo. Black’s for my father, it was receipted G.B. per Jon Murray, I saw his name, some time ago, as being in Prince Rupert.”

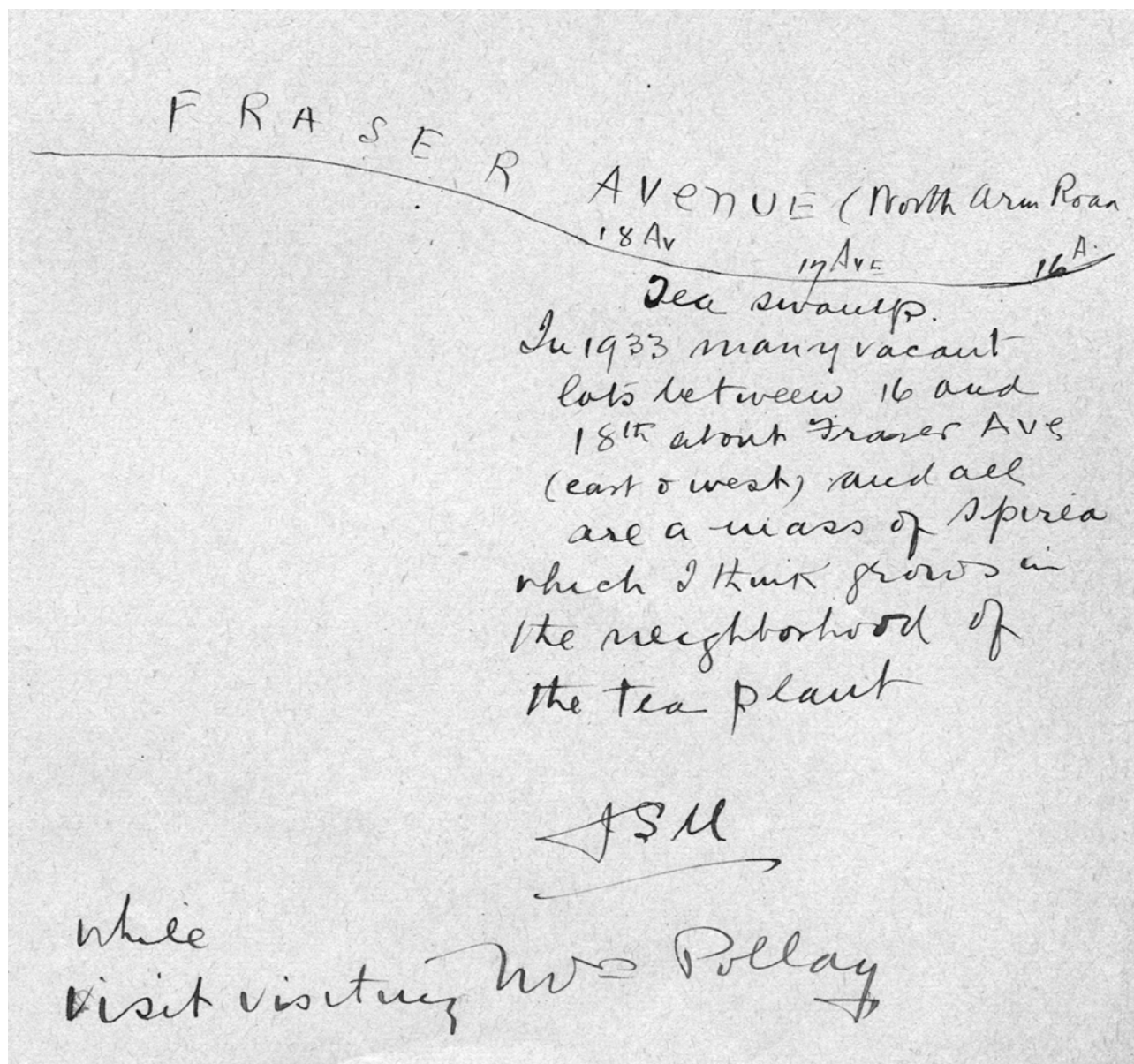
#### **BOAT RACES. FIRST SAFETY BICYCLE. TELEGRAPH TO VANCOUVER.**

“He and his brother and Alex Johnson worked for George Black, and used to be three of a four oared race boat crew. The first safety bicycle came to New Westminster in 1887. George and Henry Ashwell of Chilliwack got them.

“Re telegraph to Vancouver, the first operators were McClure’s of Matsqui, I don’t remember if it was Sam, but I think he was one of them. He was afterwards one of Victoria’s architects and passed away a few years ago.”

**TEA SWAMP. INDIANS. MRS. CORDINER.**

Letter, 1 February 1933. "Tea Swamp was located on the left and some on the right hand side of the road leading to the North Arm, only a short distance over the hill, which would be Fairview Hill" (Note: he must mean Mount Pleasant); "been there many times, most of those places could be drained easily. No doubt this is entirely forgotten or never known by the present owners of this particular property. I don't remember anything about the Capilano chiefs, and very little about the Indians generally. A few families lived at the Coal Harbour end of the village" (Granville) "in my time, some at Prospect Point—why was that point named that?—some above Hastings Mill up the inlet, but most across the harbour at the present large reserve. I got a picture that was put on the Vancouver Sun some years ago of the old school house at Hastings Mill. I often wonder if there were any records of that old school house preserved. Mrs. Cordiner was the teacher, and then a Mr. Johnson, A.G. I think his initials were. The last I heard of Mr. Johnson was through the District Supt. of P.O. who told me he was a postmaster in the Lardeau Country; that was some years ago."



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**HASTINGS SAWMILL. R.H. ALEXANDER. THE FIRST WHITE WOMAN, MRS. R.H. ALEXANDER. MOODYVILLE SAWMILL OR “MOODY’S MILL.”**

Excerpt from letter F.W. Alexander, 725 Henry Building, Seattle, 26 May 1932, son of R.H. Alexander, one of the “Overlanders of 1862.”

“The Hastings Sawmill was not built until 1865, and my father, the late R.H. Alexander, entered that company’s employ in 1869, the family following him in December 1870. My mother was the first white woman to live in what is now known as Vancouver, and my brother, the late H.O. Alexander, Stipendiary Magistrate, was the first white child born there in 1873. There was a mill at Moodyville before the Hastings Mill was built, and white families living there, but they cannot of course be deemed as living in Granville or Gastown.

“Cannot state positively, but am inclined to think there were no whites living on Burrard Inlet in 1858.”

**BEAUMONT BOGGS. HASTINGS STREET.**

“I was in Vancouver in February 1886 and purchased the northeast corner of Hastings and Carrall streets from Graveley and Spinks for \$650.” Beaumont Boggs, 13 June 1932.

**HASTINGS SAWMILL. PETER BILODEAU.**

“My father, Peter Bilodeau, came up from San Francisco on the paddle steamer *Propeller*, arrived Victoria 1 May 1873, Hastings Mill, 2 May. There were nine white men working in the mill, and they turned out about fifteen thousand feet per day. About fifty people here. A little boat ran from Gastown to Moodyville. Father is now 81.” Dr. Bilodeau, Vancouver, May 1932.

**HASTINGS AND MOODYVILLE.**

“John Strange arrived in Gastown from New Brunswick in July 1873. There were seven white families in Gastown and six in Moodyville. Jerry Rogers had three logging camps on site of Vancouver; one where Cordova Street is, one at Jericho, and one at Greer’s Beach. Jericho was the headquarters of camps. Robert and Sam Preston” (note: who preempted Kitsilano Beach in 1873) “were the foreman and brother-in-law of Jerry Rogers.” John Strange, 6<sup>th</sup> and 6<sup>th</sup> streets, New Westminster, April 1932.

**BUSH FIRES.**

“I took a walk from Sapperton to Port Moody; the blue sky showed only as a blue streak through the dense timber, which was mostly killed by the fires that devastated the whole province in, I think, 1867.” L.A. Agassiz, Agassiz, May 1932.

**PLAN OF HASTINGS, 1869. SALE OF LOTS AT HASTINGS, 1869. HOCKINGS.**

A map in the Land Registry, Vancouver, describes what is believed to be the first sale of lots on Burrard Inlet. It read as follows:

“Plan of Hastings

“The following lots were offered at auction 10<sup>th</sup> July 1869.

“2-20, 23-29, 33-36, 40-46, 48-50, 53-55.

“Lots sold are marked thus ‘O.’

“Lots reserved are marked thus ‘R.’”

Fifty-three lots are included in the plan, of which two groups of three lots, and one single lot, seven in all, were sold. There were eleven lots reserved as follows:

For Government buildings	3
For Church buildings	1
For Hospital buildings	2
For Waterfront lots	<u>5</u>
Total Reserved	11