

Early Vancouver

Volume Three

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

2011 Edition (Originally Published 1935)

Narrative of Pioneers of Vancouver, BC Collected During 1933-1934.

Supplemental to Volumes One and Two collected in 1931-1932.

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.

Copyright Statement

© 2011 City of Vancouver. Any or all of *Early Vancouver* may be used without restriction as to the nature or purpose of the use, even if that use is for commercial purposes. You may copy, distribute, adapt and transmit the work. It is required that a link or attribution be made to the City of Vancouver.

Reproductions

High resolution versions of any graphic items in *Early Vancouver* are available. A fee may apply.

Citing Information

When referencing the 2011 edition of *Early Vancouver*, please cite the page number that appears at the bottom of the page in the PDF version only, not the page number indicated by your PDF reader. Here are samples of how to cite this source:

Footnote or Endnote Reference:

Major James Skitt Matthews, *Early Vancouver*, Vol. 3 (Vancouver: City of Vancouver, 2011), 33.

Bibliographic Entry:

Matthews, Major James Skitt. *Early Vancouver*, Vol. 3. Vancouver: City of Vancouver, 2011.

Contact Information

City of Vancouver Archives
1150 Chestnut Street, Vancouver, B.C. V6J 3J9
604.736.8561
archives@vancouver.ca
vancouver.ca/archives



trail of mud in winter and of dust in summer. All around was a wilderness of forest with an occasional bit of clearing with stumps and brush. Bell built a very modest building with a grocery and feed store downstairs and living quarters upstairs, and then he applied for a post office. It was a queer thing to do, we thought, for at that time there were not more than half a dozen settlers within a mile or two miles; anyway, the post office was established. At that time I have seen bears ambling across the Wilson Road.

“Then, as the place grew, finally the first primitive single line street car track was laid from the C.P.R. railway, which had been electrified and taken over by the B.C. Electric Railway. The shuttle car ran from the interurban to Dunbar Street, and of course that gave Bell a start.

“He finally gave an option, during the real estate boom days, on this property for \$60,000, and then, after signing the papers, regretted it, and thought he ought to have got at least \$70,000. He was very nervous lest the man with the option should take it up, but it was never taken up, and the decline came, and he first mortgaged it, and then lost it entirely; afterwards went to live on Earl’s Road, and is now, I believe, in very humble financial circumstances.

“As I have said, Bell’s original building on the southwest corner of Wilson Road” (41st Avenue) “and the C.P.R. line to Steveston, was a very modest building painted dark green with white trimmings, and absolutely devoid of ornamentation, verandah; indeed, I am not certain that there was a sidewalk, even of boards. It was set in a frame of forest, and was reached by turning down Wilson Road, then a muddy track through the stumps, from the road to the North Arm, now Granville Street, which was not much better. All around the store was stumps in second growth and an odd boulder or two. It was from such a humble beginning that a splendid little business settlement at Kerrisdale, now so brilliantly lit at night with electric and neon signs, paved, a splendid street car service, etc., etc., originated.”

MAPLE GROVE PARK. BOWSER PARK.

Maple Grove Park on Yew Street between 50th and 53rd avenues, was formerly (about 1920-1925) called Bowser Park; either after Frank Bowser, or his brother Hon. W.J. Bowser, Prime Minister of B.C., but, says Mr. Paton, “Somebody didn’t like Bowser’s politics, so they changed it to Maple Grove.”

Authority, Reeve J.A. Paton of Point Grey.

EXCERPT FROM *THE BUZZER* (B.C. ELECTRIC), 15 SEPTEMBER 1933

WHO’S WHO ON THE CARS. ALEX. McDONALD, MOTORMAN NO. 165.

There are a number of Alex. McDonalds among the 900 motormen and conductors on Vancouver city lines, but this Alex. is the flower lover, the man who spends every minute of his spare time in his own garden, in other people’s gardens or in the city’s gardens and parks business, by virtue of his office of park commissioner.

Motorman Alex. McDonald was born on a farm in Inverness, Scotland, and started early in life working for the North British railway as signalman. He came to Vancouver in 1908 and for two years was employed driving a team for the city.

He started as motorman on the street cars in 1910 and for the past 23 years has operated regularly on Vancouver streets. In 1916 he took an active part in the organization of the South Vancouver Horticultural Society, and from then on has maintained an active interest in public matters.

He served for two years on the police commission and for five years on the council in South Vancouver, and in the latter capacity was responsible for much park development in the municipality.

MCDONALD PARK.

The five acres of park property grew to 300 acres during Alex’s terms of office, and it is well know that his zeal in advocating open spaces for the people was mainly responsible for this result.

Memorial Park, at 43rd and Fraser, was largely of Alex's creation, as was also the very pretty and fully improved McDonald Park, situated at 45th and Prince Edward street, and named in his honor.

The absorption of South Vancouver by the city gave Alex. a wider field for his activities, and he is at present a very useful and energetic member of the Vancouver park board.

His gardening enthusiasm has affected many of his fellow employees, and has resulted in the organization of the B.C. Electric Employees Gardens Association. The flower show staged in July at the Granville Street show rooms was a fine example of what the association can do, and very much of the success of this show was due to Mr. McDonald. His advice on horticultural matters is always there for the asking. He is as much interested in the other fellow's garden as he is in his own, and his great objective appears to be to make Vancouver a city noted for its beautiful private gardens as well as for its public parks and open spaces.

THE CLEARING OF SHAUGHNESSY. "THE BUNKERS."

"The Bunkers," residence of His Honour Judge J.A. Forin, 3651 Granville Street, takes its name from the fact that when the "First Shaughnessy" was being cleared and laid out by the C.P.R. into streets, the C.P.R. had a rock and gravel bunkers, a huge affair connected by rail along 24th Avenue with the Lulu Island railway (now Marpole Interurban) and had a small railroad yard up there to which C.P.R. locomotives took train loads of gravel, sand, cement, etc., for building the roads, sidewalks, curbs, etc.

24 MARCH 1934 – LOCHDALE, B.C.

Lochdale is a small settlement and a post office at the corner of Hastings Street East and Sperling Avenue, Vancouver; the strange thing is that though quite a little settlement, few people know its name.

MEMORANDUM OF CONVERSATION WITH MR. JOHN ALFRED DUKE, GROVE STREET, LOCHDALE, WHO WENT TO LIVE THERE IN 1927.

Mr. Duke said: "I heard you lecture on *Early Vancouver* at St. Margaret's Anglican Church Hall on Sperling Avenue last night, and heard a lady say Lochdale was named after Mrs. Lougheed, who, about twenty years ago, kept a little grocery store at the corner of Sperling Avenue and Hastings Street.

"Mrs. Norman, who has lived there for many years—one of the earliest settlers—came to me afterwards and told me that such an explanation was absurd. She said that 'lough' in Irish means 'lake'; and 'loch' in Scotch means the same thing; all that land around there drains into Burnaby Lake; it is the 'dale of the lake'; some of the pioneers decided to call the place 'Lakedale,' but the name did not catch on, and they changed it to Lochdale. Mrs. Norman says she does not think Mrs. Lougheed's name had anything to do with it.

"When the Shell Oil Co. built their refinery out there they proposed to change the name to Shellburn, but the settlers protested.

"A few of the old timers out there are George Easthope, Alex. Norman, Ralph Brewsters and Mr. Pavey."

Lochdale lies between Burnaby Mountain, elevation 1,000 feet, and Capitol Hill, 600 feet.

Mrs. Lougheed (who had neither husband nor children so far as is known) is not there now. (*NOTE ADDED LATER*: Wife of James Lochead, only child William, died in California, aged 15. J.S.M.)

MEMORANDUM OF CONVERSATION WITH MRS. EUDORA J. LOCHEAD, 5 JUNE 1934.

(Eudora: said to be a biblical name, and to mean "A gift of God.")

WEST BAY, WEST VANCOUVER.

"After I left Lochdale, I went to West Bay, West Vancouver, in 1922. At that time there were only three small cottages there, one belonging to A.A. McEvoy, son of Bernard McEvoy of the *Province*, Norman Forbes, living there yet—he was beachcombing—and Guy Cave. My first store there is still standing, but