

Early Vancouver

Volume Three

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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.

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EXCERPTS FROM *THE MAINLAND GUARDIAN, NEW WESTMINSTER.*

Wednesday, October 2, 1872.

The False Creek Trail and Bridge.

This excellent piece of work is now completed, and must be a source of great convenience to those occupied at Hastings Mills. As we shall give a more detailed notice of the undertaking in a future issue, we have only to say now, that we sincerely trust the contract has been a remunerative one, as, if so, it should be held up as a pattern to other contractors.

Saturday, October 5, 1872.

The False Creek Trail.

Mr. Howse, the government surveyor, came up last night by the *Enterprise*, to examine and receive, if all is according to contract, the False Creek Trail. He goes over it this morning, and we will therefore be able to report next issue. (Item ends. No report issues of October 9, 12.)

(Note by J.S.M.: This trail ran from Marpole, through the forest to Mount Pleasant near the corner of Broadway and Ontario Street. It then ran down the hollow to Main Street to the bridge, which was decked with poles cut out of the forest. Before the bridge was built, travelers swam their horses across False Creek, now filled in at this point on Main Street in front of the C.N.R. station. The trail was built to enable the farmers on Lulu Island and North Arm get their produce to Granville, etc., without the inconvenience and danger of going by row boat around Point Grey.)

(Also see John Murray re stepping stones across False Creek.)

EXCERPT FROM *HISTORY OF RICHMOND MUNICIPALITY (HISTORY OF LULU ISLAND)*, BY THOMAS KIDD; WRIGLEY PRINTING, 1927.

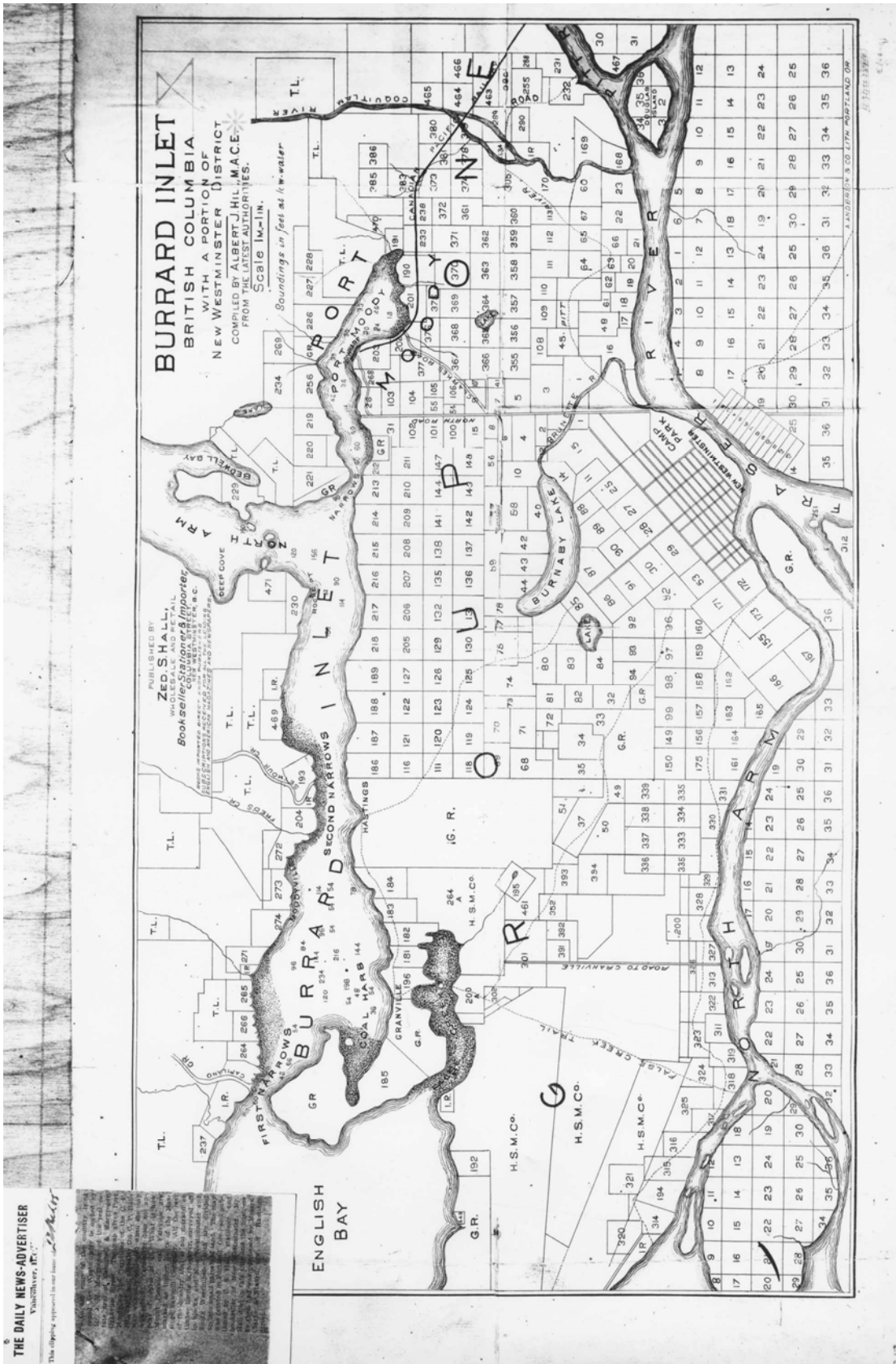
HASTINGS-GRANVILLE ROAD. NORTH ARM ROAD. FRASER AVENUE. MARINE DRIVE.

Page 46. "In February, 1875, W.H. (Harry) Eburne came to B.C.," "they got off at Gastown," "there were no roads through the woods to the North Arm at that time, so they had to go by row boat."

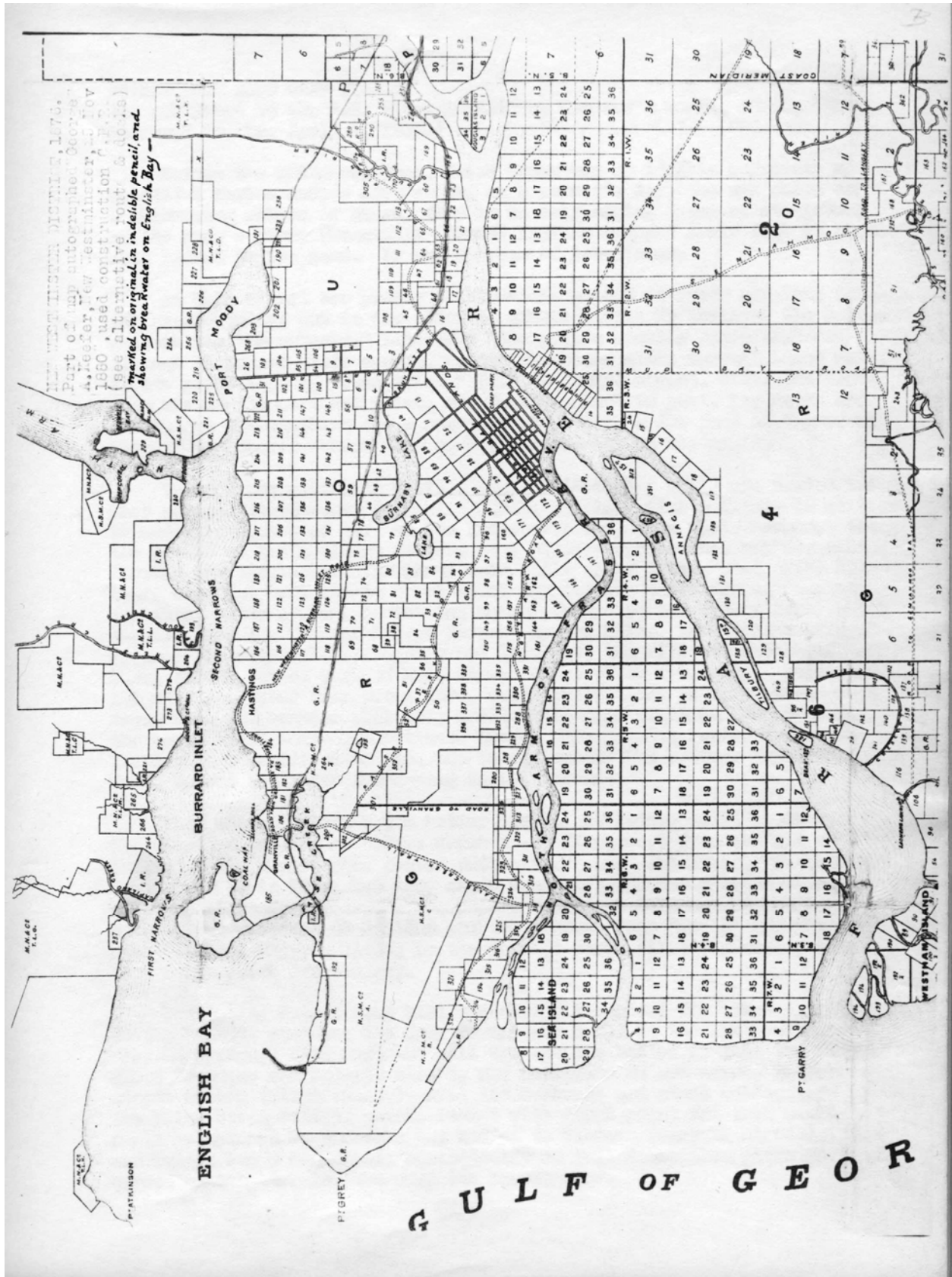
Page 41. "In the fall of 1875," "James Knox," "he found work on the road that was being built from Maxie's (the end of the Douglas Road, now Hastings) to Gastown, of which Thos. Kidd was foreman. A snowstorm before the middle of November stopped that work for that winter."

Page 49. "In the summer of 1875," "in looking around they met Hugh Boyd, who was government inspector on the road which was being constructed from old Gastown to the North Arm, now Fraser Avenue."

Page 97. "Up to this time (1886) the road built in 1875, now Fraser Avenue, had not been much used, nor was the road leading up to it from the North Arm settlement in good condition, but the growth of Vancouver led to their being repaired, and were of considerable value until the bridges, and road now Granville Street, were built."



Item # EarlyVan_v3_007



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