

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



FIRST C.P.R. DOCK IN VANCOUVER.

The Vancouver News, Vol. 1, No. 29, 26 July 1886.

“Every effort is to be made to complete the C.P.R. Wharf and the thirty feet approach by Saturday next, which is the last day of the month.

“The engineer and his assistants are very busy straining every nerve to get the work finished before Mr. (Van) “Horne’s arrival.”

MEMORANDUM OF CONVERSATION WITH GEORGE WILBY OF THE COMPOSING ROOM OF THE SUN NEWSPAPER, VANCOUVER, 10 OCTOBER 1934.

VANCOUVER’S FIRST CITY CHARTER.

“Yes. It is quite true that I helped to set up the type for printing the first charter of our city. I was working for Monroe Miller, job printer, in Victoria. In addition to the copies of the charter printed in the Government printing office, copies were required for private circulation, and as apparently there was no printing office in Vancouver capable of doing the work, it was done in Victoria. That must have been in 1886, or early in 1887.”

BOOM TOWNS.

“In addition to printing the charter for the new city of Vancouver, I also helped to print charters for boom towns whose boom was short; for instance, the town of Emory” (Emory’s Bar) “below Yale; that was supposed to be the western railway terminus and head of navigable water on the Fraser River. Then there was Port Haney and Port Hammond; I think we printed charters for one or both, I am not quite sure.”

THE WILBY FAMILY.

“I was born at Esquimalt in 1867. My father and Harry Edward Wilby, born in Portugal of English parents, and when about 25 years old, he, together with his prospective brother-in-law, bought a sailing barque in Portugal, engaged a sailing master, Captain Bannister, and with a cargo of general merchandise and products of Portugal” (wines, etc.) “sent by merchants there for sale on commission, and two or three passengers, set sail in October 1849 from Lisbon for California, where they arrived in 1850, nine months later. They had a rough time coming around the Horn; the ship was nearly dismasted; indeed I believe one of the top masts did come down, and sail blown to tatters.

“On arrival at San Francisco, they started off for the gold fields, struck nothing, and returned to San Francisco. The crew, being paid off, went to the mines, so the ship was used as a floating warehouse. There were a whole row of ships similarly employed; they were anchored in a portion of the bay which has since been filled in, and the site is now several blocks inland from the waterfront. It was safer to store goods in this way than in the wooden shacks along the shore where they were liable to destruction by fire.

“In 1853 my mother” (Eliza A. Searle) “and Miss Laidley, fiancées of the two partners, arrived in San Francisco; they came by way of New York and Aspinwall by steamer. The Panama railway was then completed only halfway across the isthmus, and they travelled the rest of the way to Panama over mountain roads on mule back. They were exposed to torrential rains alternatively with tropical sunshine which caused their soaked garments to steam. When they arrived at Panama City, Mother was stricken with tropical fever and nearly died. When able to travel again they proceeded by steamer to San Francisco, and on arrival the captain of the liner performed a double wedding ceremony aboard the steamer.

“After his marriage my father moved ashore and opened a commission business, and also tried sheep raising which was not a success.”

MOVE TO VICTORIA.

“Again following the gold rush, this time to B.C., he arrived at Victoria on the steamer *Otte*” (H.B. Co.), “Captain Mouat. At Victoria he engaged in different ventures, including commission sales, general store,