

Early Vancouver

Volume Four

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

2011 Edition (Originally Published 1944)

Narrative of Pioneers of Vancouver, BC Collected During 1935-1939.

Supplemental to Volumes One, Two and Three collected in 1931-1934.

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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Specifications can be seen at the Brighton Hotel, Hastings, B.C.

Lowest or any tender not necessarily accepted.

Address all tenders to

S. BRIGHOUSE, Vancouver, P.O.
Burrard Inlet.

“Local items.”

The land for which Mr. Brighthouse is asking tenders for underbrushing is known as Lot 185, adjoining the old Granville townsite on the West, and lies between False Creek and Burrard Inlet.

Note by JSM: it does not *adjoin* old Granville townsite.

BRITISH COLUMBIA OIL REFINERY, PORT MOODY.

This refinery, the first establishment in British Columbia for the refining of petroleum oils—a very small establishment, and not very efficient—was established on the site of the first C.P.R. station at Port Moody. The site of the first C.P.R. wharf, where the first train stopped, 4 July 1886, was used to reconstruct there a new dock, the old C.P.R. one having fallen down. It is my recollection that the old C.P.R. station building, shown in many photos as in use on that famous day, 4 July 1886, was used as a sort of office for the refinery, whose main office was in Vancouver or New Westminster. J.A. Cunningham, son of the well-known Cunninghams of New Westminster (hardware merchants), was the manager and moving spirit. The tanks were on the hill above the C.P.R. tracks. They refined black oil only which had been “topped”; made skid oil, a little fuel oil, distillate, and I think petroleum asphalt. They did not market gasoline or the lighter oils such as coal oil. They sold lubricating oils which they imported in barrels by steamship from California, did quite a nice little business in a small way.

About the same time the Imperial Oil Company Limited established a bulk storage plant for gasoline, kerosene, and fuel oils at Impoco, which they subsequently pulled down when loco was established.

See *Saturday Sunset* (a weekly paper published in Vancouver) of 25 March 1909, which says the refinery is starting to operate. It is filed under “Schools” (since 1900).

MEMO OF CONVERSATION WITH MRS. A. BROWN, 1637 DAVIE STREET, SEYMOUR 1781L, 7 MAY 1936.

LOUIS GOLD OF THE “GOLD HOUSE.” GRANVILLE, BURRARD INLET.

Mrs. Brown said, over the phone, “I knew Mr. Gold in England in 1888 quite well; he was always talking about his wonderful Vancouver. He was in the furniture business, and in quite a large way; he had a place near the Victoria station, London, and he also had a place of business in Liverpool. He was importing furniture into Canada. That was the time that printed oil cloth first came out; they made a great deal of it at St. Helens, and he was shipping it to Canada; I believe he made the first shipments.”

MEMO OF CONVERSATION, OVER THE PHONE, WITH MRS. A. BROWN, 1637 DAVIE STREET, 8 JUNE 1936.

LOUIS GOLD. EDWARD GOLD. MRS. EMMA GOLD. “GOLD HOUSE.”

A voice of the phone: “This is Mrs. Brown speaking; you know I wrote you the other day about Mr. Gold. Thank you for your reply.

“Yes. I know. You cannot say anything; I never did anything, but we lived together for seventeen years, and deserted me with four children; I was only eighteen years old when I married him.”

City Archivist: Well, did you marry him; was it a case of bigamy?