

## **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 125<sup>th</sup> anniversary of the City's founding. The project was made possible by funding from the Vancouver Historical Society.

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### **Contact Information**

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



Note: a map of Vancouver (presented by H.R. Bray), issued by A.W. Ross & Co., real estate (Ross & Ceperley) in 1886 or 1887, shows a trail, commencing on the shore of False Creek, about 250 feet east of Centre Street (Granville Street South) and proceeding sinuously along the western crest of a deep ravine with creek in bottom, finally terminates—on the map—where the trail crosses Tenth Avenue at what is now Granville Street South.

It was near the mouth of this creek—between Hemlock and Granville streets, that there was a logging dump, and it was here that L.A. Hamilton, who surveyed the street system of Vancouver in 1885, had a camp.

This trail, considered romantically, could be accepted as the first form of the present busy thoroughfare known as Granville Street South. It has been said that by means of it, it was possible to reach the North Arm, although the connecting logging trails have been more or less lost to record. J.S.M.

### **CROWS NEST PASS RAILWAY.**

“Afterwards we helped construct the Crows Nest Pass Railway in 1895, with W.H. Armstrong; then we built the first bridge across the river at Westminster; Bob Armstrong and W.H. Armstrong; and fifteen miles of the Pacific Great Eastern Railway; and fifteen miles of the Canadian Northern Railway at Louis Creek, North Thompson, and then I got tired, and the war came on, and I was sixty years old, and I had put up buildings and buildings, and now they are not worth anything, nor the land either, and you cannot say anything about it.”

### **GENEALOGY.**

“My name? Thomas Henry Boyd, born Colchester Co., Nova Scotia, sixth January 1867, married Louisa Fulmore in Montréal, 1893, at old Dr. Campbell’s house. We have one daughter, she is single, born in Vancouver in 1896; one daughter, Mary, died in 1895. Mrs. Boyd is still living.”

Mr. Boyd died 31 July 1938. Endeavours to have this narrative revised before his death were not successful. J.S. Matthews.

### **FIRST BRICK BUILDING IN VANCOUVER.**

#### **EXCERPT, *VANCOUVER HERALD (WEEKLY)*, 3 SEPTEMBER 1886.**

“Vancouver,” Caption, 5 cols.

Pleace and Co. hardware merchants, had a brick building recently erected on Powell Street to meet their increased business. It was the first brick building put up in Vancouver, and was built by Mr. James Baxter.

Note by JSM: Afterwards Oppenheimer Bros. warehouse, and used as “City Hall” accommodation whilst the first City Hall was being built, approximately September 1886; now, on 1937, the paint warehouse and office of Henry Darling & Son Ltd., paints, 28 Powell Street.

#### **SAME PAPER, 31 DECEMBER 1886.**

“Vancouver,” caption, continued from first page.

Templeton & Northcott, after the fire, commenced the erection of a two story brick building on the site of their former store on the corner of Carrall and Hastings Street. It was the second brick building completed in the city.

#### **EXCERPTS, *VANCOUVER WEEKLY HERALD*, 12 FEBRUARY 1886, No. 5.**

Advertisement.

#### **TENDERS.**

Sealed tenders for underbrushing portions of Lot 185, from FIFTY (50) ACRES AND UPWARDS, to FIVE HUNDRED AND FIFTY (550) ACRES, will be received by the undersigned up to 12 o'clock noon of Saturday, Feb. 13<sup>th</sup>, 1886.

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?