

Early Vancouver

Volume Six

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Narrative of Pioneers of Vancouver, BC Collected During 1940-1945.

Supplemental to volumes one, two, three, four and five collected in 1931, 1932, 1934, 1939 and 1944.

About the 2011 Edition

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MEMO OF CONVERSATION WITH MR. A.P. HORNE, WHO—AFTER TWO YEARS—IS STILL CONFINED TO HIS BED IN ST. PAUL’S HOSPITAL. I TOOK WITH ME A LARGE BUNCH OF GRAPES, AND WENT TO WISH HIM CHRISTMAS GREETINGS, 23 DECEMBER 1944.

DR. BECKINGSALE.

Mr. Horne: “Dr. Beckingsale went to Vernon; then his wife died, and then his daughter died, and then he died himself. Dr. Beckingsale was a little man; Mrs. Beckingsale was a big woman; she swamped him; she was a bit of a social climber.”

FATHER PATRICK FAY. HOLY ROSARY CHURCH. SIR GEORGE McLAREN BROWN. JOHANN BUNTZEN. WILLIAMS BROS. SURVEYORS. NEW YORK BLOCK.

“Father Fay was a fine fellow; he was popular; he could sing; had a good voice. Williams, of Williams Bros. and Dawson, surveyors, had a flat in the top of the New York Block; the Canadian Pacific Railway offices were below, and Sir George McLaren Brown was in them. Williams used to give parties in his flat, and Father Fay used to come and sing. Mr. Buntzen could play the piano in those days, and so could Mrs. Buntzen; play it well; and we used to have parties up in Williams’ flat.”

MEMO OF CONVERSATION WITH FORMER REEVE S.G. CHURCHILL, WHO VERY KINDLY CALLED AT THE CITY ARCHIVES THIS AFTERNOON, 5 JANUARY 1945.

WATER IN POINT GREY.

Mr. Churchill: “You see, when I first sat on the Council as Councillor, that was in 1909, and afterwards in 1910 and 1911, there was no water in Point Grey; the people got their water from springs and wells. So, first of all we had a connection at 22nd Avenue and Heather Street with the City water mains, and it supplied D.L. 472 and also Eburne, now Marpole, and Kerrisdale.”

SHAUGHNESSY WATER RESERVOIR. SHAUGHNESSY GOLF COURSE.

“Then, in 1910, we built a reservoir on the top of the hill where the Shaughnessy Golf Course is now, and got the water from the City of Vancouver. We built it in three compartments, all covered over with concrete and sod, and it is now in grass. The reason for three compartments was so that it could be cleaned out, and hold water in the other compartment while they are doing it. Then, afterwards, we negotiated with the City of Vancouver for a joint water main from Capilano, in partnership. And in 1913, we had our own water from Capilano; the City of Vancouver ran their share up to the reservoir on Little Mountain; the Municipality of Point Grey had their share in the reservoir on the Shaughnessy Golf links. Then all settled districts had private water to their homes; we even ran water out to the tip of Point Grey and supplied Dr. J.M. Lefevre, and E.P. Davis, the lawyer, at their homes away out on what is now about Chancellor Drive and Marine Drive.”

SEWERS.

“Then in 1910 we arranged with the City for the sewers from the northern side of Point Grey, and, up to 1914, we had six big sewers on the southern slope; they emptied into the Fraser River. One was at Dunbar, one at Macdonald, one at Angus, one at Granville, and two sewers at Hudson; we put one at Hudson in for the lower levels, and put in a tank with a flood box on it so that the tide could not enter; the tank held the sewerage until the tide went out. The other sewer on Hudson was for the high levels.

“Then we had one at Shaughnessy; that took the eastern part of the municipality; that is seven sewers in all. Shaughnessy Street, I mean. That took care of all the southern slope, and all districts which were settled were connected. The northern slope was taken care of, as I have said, by our arrangement with the City of Vancouver. West Point Grey was served by a small one which emptied into the Imperial Street sewer.”

STREETS.

“Miles and miles of streets were cut out of the bush. Old Granville Street was a twenty-four foot street south from 16th Avenue, and it was cleared to eighty feet in 1910, and graded by us, but the C.P.R. paved a portion between 16th and 25th to the full width of the street, and we put in a twenty-four foot pavement as far as the south end of Granville Street. Marine Drive, at that time, was just a crooked trail, and through

the bush, all the way from Granville to the Musqueam Indian Reserve, and we opened it up. We opened it up from the east to the west and paved it, that is, Marine Drive. And we paved Hudson Street from the river to 70th Avenue. And at the same time we paved 49th, and Arbutus from Kerrisdale to 16th Avenue, and we paved Heather Street from 16th Avenue to 22nd Avenue, and we paved 4th Avenue from Alma to Imperial Street, and that was all the pavements there were in Point Grey Municipality in my time.”

FIRE HALLS.

“In my time, that is, up to 1914, we just had two fire halls. One was at 38th Avenue, just east of Granville Street; that was the first one; there yet. And the other was out at West Point Grey in A.W. Cruise’s garage, on 11th Avenue not far from Imperial Street. Then it was moved from there into a store. We never had horse-drawn fire engines in Point Grey; they were all motor driven. At first we just had a hose and ladder, at the first station on 38th, and then afterwards they bought a big ladder and a pump, about 1914; the ladder was a long one. There was about five men in the Fire Department, and the first fire chief was” [blank]; “he was killed here, just a few months ago.

“Then, the end of it was that at amalgamation in 1929, the City of Vancouver took over the whole Fire Department.”

MEMO OF CONVERSATION WITH MR. GEORGE H. MILLER, OF HUGH M. FRASER AND CO., REAL ESTATE, FINANCE, ETC., WEST HASTINGS STREET, A MEMBER OF THE VANCOUVER PIONEERS ASSOCIATION, ETC., 10 JANUARY 1945.

I see the last recorded conversation I had with Mr. Miller was when he gave me a priceless lot of old directories, 19 June 1933. That lot of dirty old directories started what is now the best collection of directories on the mainland of British Columbia.

DOW ROAD, BURNABY. ALEXANDER DOW.

Major Matthews: Mr. Miller. Do you recall the time you gave me those old directories, and they were so dirty I carried them down the lane; at that time all I had was an old room in the tower of the Westminster Avenue City Hall; no light, no typewriter, no desk, or cabinets, and no shelves, and no salary; do you know that now we have one whole floor of the City Hall.

I was reading in the newspaper, and saw that a place was for sale on Down Road. At the same time that you gave me the old directories, I started a recording system of how streets and places got their names, first on the back of an old envelope. Well, things have changed since then, and now I have for an archives the whole of one floor in the new City Hall, and our directories are now the finest collection in Vancouver—started with yours—and I have a record system of at least three thousand street and place names, all in and about Vancouver. I used to be pleased when I had the record of one name; now if I find I have not got a record of a name, it annoys me.

How did Dow Road get its name; had it anything to do with Mr. Dow?

Mr. Miller: “It was named after Mr. Alexander Dow. It was Dow, Fraser and McTavish at first; then Dow, Fraser and Co.” (and now it is Hugh M. Fraser Co. Ltd.) “They are all dead now. But Mr. Dow, he had a little subdivision and a road was put through and called Dow Road. and he had a nice little home, square place, on the corner of Dow Road and the interurban railway tracks. His house was on the north side of the track, east corner; he had above five acres; the house is there yet.”