

## **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 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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Prospect Point, 1888. Excepting the "Beaver", what Cap<sup>t</sup> Vancouver saw June 13 1792.

J.S.M.

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### **BURRARD INLET SHORELINE, 1884.**

Above the small shed on the water's edge, the extreme eastern building on the water's edge, now stands the "MARINE BUILDING" on the northwest corner of Burrard and Hastings streets, 349 feet above the C.P.R. rails. Cost \$2,500,000.

Above the main building of Spratt's Oilery can be seen the small white gable end of the dining hall, and in 1935 it still stands and is occupied by Frank Holt. It stands on the edge of the cliff, on the northwest corner of Lot 4, Block 1, D.L. 185, and is numbered 1003 Hastings Street West, and from the verandah to the rails is almost a sheer drop of 30 feet.

Highest up in the woods is the bunkhouse, a two-storey building which had water tanks in the attic, the water being pumped from the creek to that elevation in order to have pressure.

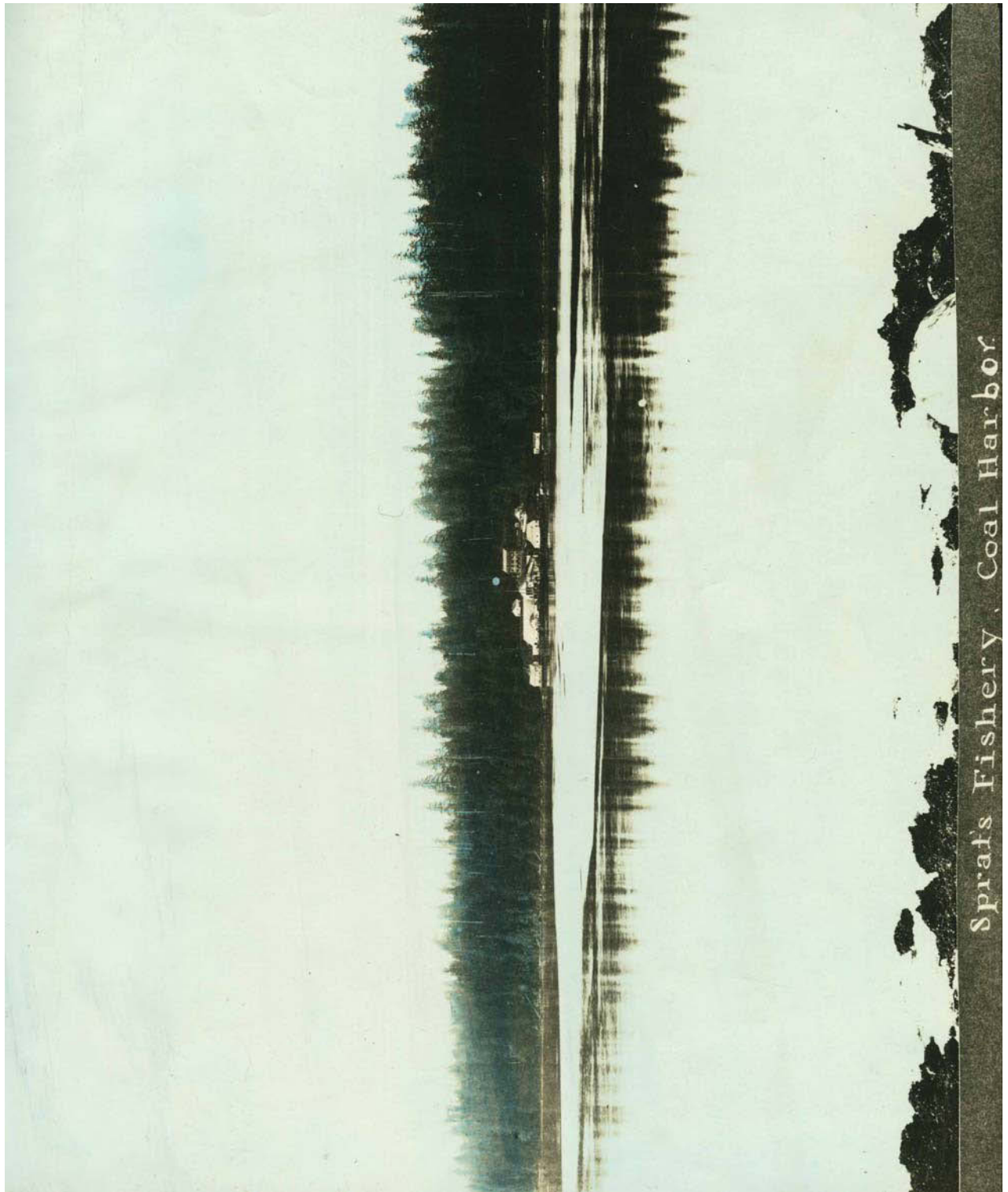
Slightly lower, and to the right of the bunkhouse, is the manager's residence, and the fence—a long streak of white—in front. This is supposed to have been the exact location of the Morton-Hailstone-Brighthouse cabin. (See J.H. Scales and *Early Vancouver*, volumes 2 and 3.)

Below the manager's residence is the storehouse on the shore, two windows and lean-to.

Farthest west, by itself, a long low building on the shore is where the boats were built, stored and repaired, and is now about the entrance to the C.P.R. tunnel under Vancouver.

The hollow in tree tops to right of boathouse is where "Tyndall's Creek" ran down from near the corner of Granville and Georgia streets, and from which water was drawn by Morton, etc. (See *Early Vancouver*, volumes 2 and 3, and map of Granville, August 1885—insurance map—showing ground plan of all buildings.)

J.S. Matthews, 1935.



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