

## **Early Vancouver**

### **Volume Six**

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

**2011 Edition (Originally Published 1945)**

*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**

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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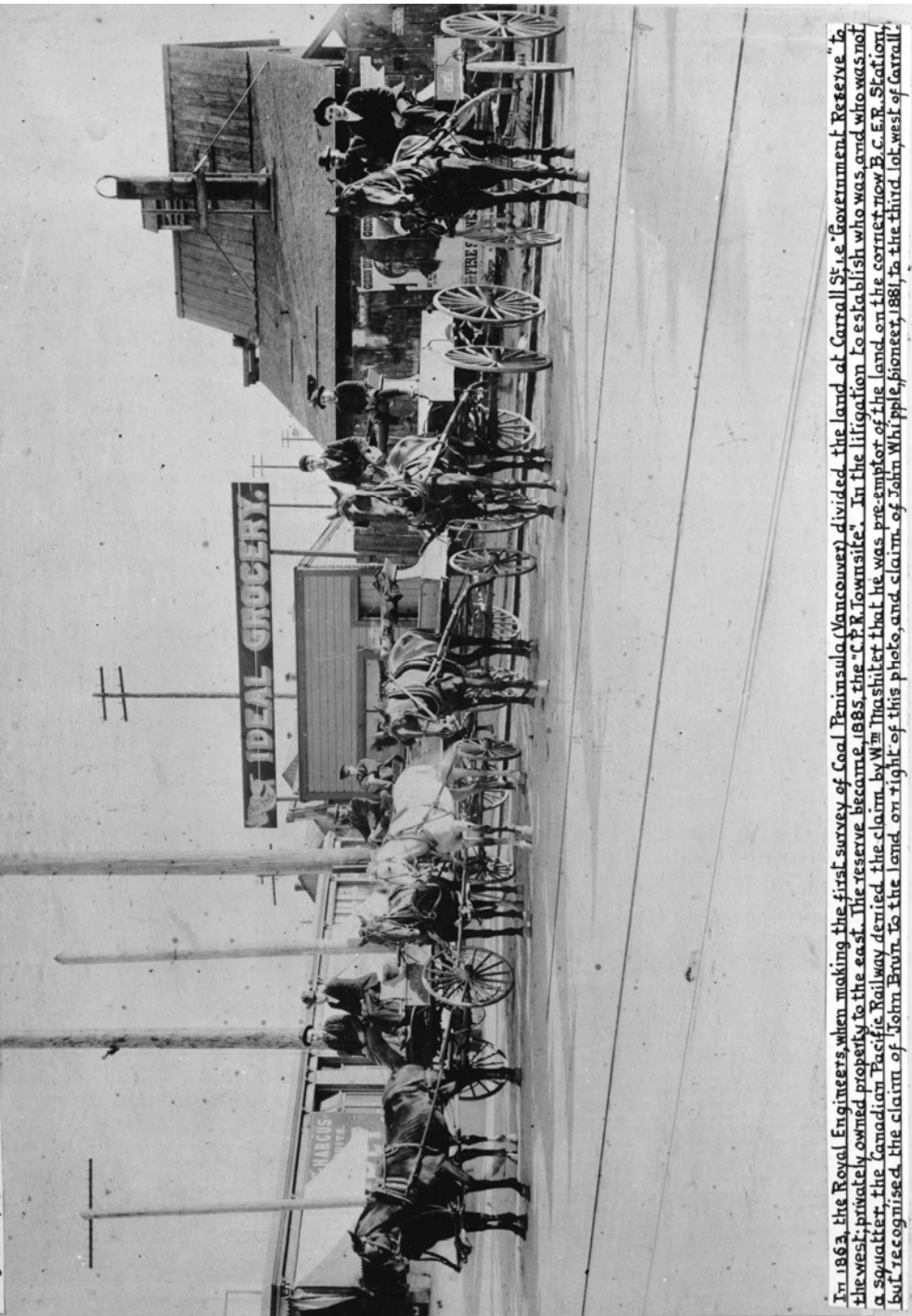
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Hastings St and Carra ll St. 1898. south west corner. Now, 1945, site of B.C. Electric Railway Co's Burnaby Central Park interurban station, and General Offices. The photograph her stood about 40 feet east of north west corner of Hastings St produced. Taken during Klondyke Rush excitement. Express wagons standing in front of small office used in common for individual businesses, W.C. Marshall on left; Fred Steel on right. Street is paved with California bituminous rock, rolled flat with hand rollers. Street car line not in use merely extension of interurban tracks on Hastings St east of Carra ll St. No city street cars on Hastings St west of Cambie St. Wood plank sidewalk, planks rotted and grass or weeds growing in cracks at edges. Shadows in dike bright winter's day. Store with awning is Sinclair. Marcus, fruiterer, on s.e. corner of Hastings & Carra ll Sts. for many years, approx. 1898-1904. Ideal Grocery (McMillan) nearby. Small building is expressman's common rendezvous office. Board fence used by bill posters. No paste printed signs as "BORN ON B.V. ALE", "BORN ON B.V. ALE", "BORN ON B.V. ALE". To electric light poles lead to power house (steam) on Westminister Ave. Royal City Planning Mills (seasonally) and Chinatown at end of Carra ll St. Tall shed with chimney was where kettles for heating bituminous rock, to make it plastic, were. It was the first material, other than planks, used for paving. First in 1891, on Cordova & Alexander St by Donald (Dan) McMillan, to Folsie Creek. W.H. Armstrong & Alex. Morrison (Armstrong & Morrison) were his assistants. Photo presented by Mr Frederick Steel, Aug. 1945. Indians crossed Royal Engineers when making first survey, 1863; then, in 1885, CPR surveyors dragged their boats across to save long row around by water. Originally the sea was at Water St and also at Pend St. On 13 June 1886, the Great Fire burned it to the bare black earth. City Archives 3.5 m.



In 1863, the Royal Engineers, when making the first survey of Coal Peninsula (Vancouver) divided the land at Carra ll St. i.e. "Government Reserve" to the west, privately owned property to the east. The reserve became, 1885, the "C.P.R. Townsite". In the litigation to establish who was, and who was not a squatter the Canadian Pacific Railway denied the claim by Wm. Macshier that he was pre-emptor of the land on the corner now B.C. E.R. Station, but recognised the claim of John Brun. To the land on right of this photo, and claim of John Whipple, pioneer, 1881, to the third lot west of Carra ll.

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*[photo annotation:]*

Hastings St and Carrall St 1898. South west corner. Now, 1945, site of B.C. Electric Railway Co's Burnaby & Central Park interurban station and General Offices. The photographer stood about 40 feet east of north west corner of Hastings St produced.

Taken during Klondyke Rush excitement. Express wagons standing in front of small office used in common for individual businesses, W.C. Marshall on left, Fred Steel on right. Street is paved with California bituminous rock, rolled flat with hand rollers. Street car line not in use, merely extension of interurban tracks on Hastings St east of Carrall St (no city street cars on Hastings St west of Cambie St). Wood plank sidewalk, planks rotted and grass or weed growing in cracks & at edges. Shadows indicate bright winter's day. Store with awning is Sinclair Marcus, fruiterer, on s.e. corner of Hastings & Carrall Sts, for many years, approx. 1888-1904. Ideal Grocery (McMillan's) nearby. Small building is expressman's common rendezvous and office. Board fence used by bill posters to paste printed signs, as "GORDON DRYSDALE, DRY GOODS, 150 Cordova St." Tall electric light poles lead to power house (steam) on Westminster Ave. Royal City Planing Mills (sawmill) and Chinatown at end of Carrall Street. Tall shed with chimney was where kettles for heating bituminous rock, to make it plastic, were. It was the first material, other than planks, used for paving; first in 1891, on Cordova & Alexander St by Donald (Dan) McGillivray. W.H. Armstrong & Alex. Morrison (Armstrong & Morrison) were his assistants. Photo presented by Mr. Frederick Steel, Aug. 1945.

This scene or place, now, 1945, now one of the busiest corners in all Vancouver, was once a short crossing, through the forest, from Burrard Inlet to False Creek. Indians crossed, Royal Engineers, when making first survey, 1863; then, in 1885, C.P.R. surveyors dragged their boats across to save long row around by water. Originally the sea was at Water St and also at Pender St. On 13 June 1886, the Great Fire burned it to the bare black earth. City Archives. J.S.M.

In 1863, the Royal Engineers, when making the first survey of Coal Peninsula (Vancouver) divided the land at Carrall St, i.e., "Government Reserve" to the west; privately owned property to the east. The reserve became, 1885, the "C.P.R. Townsite." In the litigation to establish who was, and who was not a squatter, the Canadian Pacific Railway denied the claim by Wm Mashiter that he was pre-emptor of the land on the corner, now B.C.E.R. station, but recognised the claim of John Brun to the land on right of this photo, and claim of John Whipple, pioneer, 1881, to the third lot, west of Carrall.

**CONVERSATION WITH MR. W.C. DITMARS, PIONEER, OF 744 WEST HASTINGS STREET, FOR MANY YEARS WITH THE PIONEER CONTRACTING FIRM, ARMSTRONG AND MORRISON, 28 AUGUST 1945.**

**ROSS AND HOWARD. ARMSTRONG AND MORRISON. B.C. ELECTRIC RAILWAY CO. FRED STEEL, PIONEER.**

Major Matthews: Mr. Ditmars, a pioneer, Mr. Fred Steel, and his daughter, Mrs. Boardman, called this morning and left me, for copying, a photo of the southwest corner of Carrall and Hastings streets. It shows a well-paved street, a row of express wagons, horse-drawn, a small shack used as an office, a high building of boards and a sort of smoke stack, apparently on Pender Street. Did Armstrong and Morrison ever heat bituminous rock (asphalt) there?

**BITUMINOUS ROCK PAVING, 1891. FIRST ASPHALT PAVING. FIRST PAVING, 1891. CORDOVA STREET. ALEXANDER STREET.**

Mr. Ditmars: "They did; it was heated in a kettle out in the yard, against a board fence on Carrall Street, on the site of the present B.C. Electric Railway Building, southwest corner of Hastings and Carrall. It was the first material used for paving streets in Vancouver other than wood planks. I remember them tearing up the wood planks on Cordova Street in readiness for bituminous rock—the first paving in Vancouver other than wood planks—1891, from Granville Street, eastwards on Cordova Street.

"The bituminous rock came by a small sailing schooner from San Louis Obesto" (sic) "in California. It was asphalt mixed with sand, and was put in the top of the heating kettle and pulled out of the bottom and shovelled by hand into two wheeled hand dump carts, and taken to the site to be paved, where it was rolled by hand rollers. The heating in the kettle made it plastic."

**DONALD (DAN) MCGILLIVRAY. W.H. ARMSTRONG. ALEX. MORRISON. ARMSTRONG AND MORRISON.**

"Dan McGillivray was contractor and W.H. Armstrong" ("Fatty") "was superintendent and Alex. Morrison was foreman. I cannot recall all the streets which were paved, but Robert Armstrong, brother to W.H. Armstrong—he lives at Sardis now—he would know."

**ROSS AND HOWARD.**

Major Matthews: Mr. Ditmars. Whose building would the tall one be; it looks as though it was on Pender Street behind.

Mr. Ditmars: "That would be Ross and Howard's; at first they had a place down on Alexander Street where Simson, Balkwill and Co. were afterwards, and then they moved over to a place beside Armstrong and Morrison on Carrall Street. I recall, too, that there was a man named Campbell; he had a cobbler's shop on the southwest corner of Carrall and Hastings streets."

**B.C. ELECTRIC RAILWAY. HARRY HEMLOW.**

"At that time, 1891, the first tram station—red brick one which was pulled down to make way for the present one—had not been erected. The interurban had a little office on the south side of Hastings, just east of Carrall, and Harry Hemlow was in charge."

**THE NAME DEADMAN'S ISLAND. JERICO. JERRY'S COVE.**

Report of address of R.H. Alexander, manager, Hastings Sawmill, before Canadian Club. 23 February 1911, *Canadian Club Printed Report*, 1910-1911, page 14.

"I was somewhat amused lately to see a legendary Indian story as to the origin of the name 'Deadman's Island.' It has no such poetic origin. The fact is there was no cemetery nearer than New Westminster, and occasional waifs and strays were buried on the island, and from that the mill hands gave it that name. What is known as Jericho, where the Country Club is located, was so called from 'Jerry' Rogers, who had his house and camp there; *someone called it Jericho in fun*, and the name stuck."

Note by JSM: In isolated Burrard Inlet, they had to make fun somehow. Sobriquets was one way, so nearly everyone had a nickname; there were very few who had not.