

# VANCOUVER CITY.

ITS WONDERFUL HISTORY AND FUTURE PROSPECTS.

ADMIRABLE LOCATION—AN UNRIVALLED AND MAGNIFICENT  
HARBOR—NATURAL POSITION.

UNEXCELLED TRANSPORTATION FACILITIES.  
AND UNRIVALLED INDUSTRIAL ADVANTAGES.

A HISTORICAL AND STATISTICAL REVIEW OF THE PACIFIC  
TERMINUS OF THE C. P. R.

## Vancouver's Progress.

### Brief Outline of Its Wonderful History.

#### THE CITY'S EARLY HISTORY.

**I**N 1885, a traveller on the then east and commodious steamer Maule, from Victoria to Burrard Inlet, would observe on entering the Inlet on his right or south side, a few scattering buildings, along the shore line of the deep bay, then, as now, called Coal Harbor.

This hamlet went by the name of Gastown, after a resident known as "Gassy Jack," who kept a saloon there, although the name given it on the maps and by which it was officially known was GRANVILLE. To reach this place of possibly 150 inhabitants the traveller was obliged to disembark at the wharf at Hastings mill, about half a mile east of the village, and from there thread his way as best he could along a narrow trail, through dense timber to the only places of public accommodation to be then found on Burrard Inlet. There were at this time three small hotels kept by J. Griffiths, A. Johnstone, and Joseph Mannion, for the accommodation of the loggers, who made Granville their headquarters when not employed in the camps in the vicinity, and also for the few visitors whom chance or the weekly steamer from the Island brought there.

This place in 1872 had been surveyed and platted as a townsite and a few lots (66 and 132) had been sold from \$50 to \$100, according to their location, to persons then residing in the place. But so little was thought of the situation and prospects that only about thirteen lots were bought, and in 1878 a reserve was laid on the townsite and kept thereon until the advent of the Canadian Pacific Railway, when by an act of Parliament this townsite together with other lands amounting in all to about 6000 acres, was donated to the railway company upon condition that they made Coal Harbor and English Bay their terminus for all time to come. That portion of the City of Vancouver now bounded by Coal Harbor on the north, Cambie street on the west, Hastings on the south, and Carrall street on the east is part of the original townsite, unaltered in any respect, the rest of the site in

1885 having been re-surveyed and platted in the interest of the Canadian Pacific Railway by L. A. Hamilton, Esq., D. L. S., the company's first Land Commissioner here. At this date (1885), the only streets were Water from Carrall to Abbott, and Carrall from the water to the intersection of Cordova with that street, and with the exception of the two roads leading to the place, one from the North Arm of the Fraser River, the other by way of Hastings from New Westminster.

The whole country was a dense forest of Douglas fir, hemlock, spruce, and cedar trees of an enormous size, each variety being very plentiful, and the ground between them a literal jungle of brushwood impenetrable to all save an expert woodsman. To this place during the winter seasons thronged the hardy loggers from the camps operated by the two lumbering companies owning saw mills on the Inlet. To the Hastings and Moodyville mills, and the trade derived from these men and the ships that came into the harbor for cargoes of sawn lumber or piles, this place alone owed its existence. Among the residents of Granville who are now prominent and leading citizens of Vancouver and its vicinity might be named, R. H. Alexander, now as then, manager of the Hastings Saw Mills, J. Miller, now Postmaster of Vancouver, then Government agent for the district of Burrard Inlet; J. Huntley then Provincial Constable and Collector, now Health and License Inspector of the city; J. Mannion, then proprietor of the leading hotel, the Granville, now a large property owner in the city and Mayor of Bowen Island; E. McKendry, D. McNaughton, A. Johnstone, J. Griffiths and a number of others, who have seen the grand transformation effected of a veritable howling wilderness into a solid, substantial, compact and ever progressive city of about 18,000 inhabitants, with a near future before it, seldom equalled in the world's history and never excelled. With these few preparatory remarks on the early history of the Queen City of the West, we will now leave Gastown or Granville, as it was more properly called and proceed to note briefly and succinctly the past progress, growth, and position of the city.

#### VANCOUVER CITY.

and this will be best observed by starting with January 1st, 1886. At this period in the history of the embryo city it was known for a certainty that the greatest trans-

continental line of railway the world had ever seen would shortly be extended to this place, and all doubt was removed as to its future by the fact that actual construction of the extension from the "statutory terminus," at Port Moody, was under way. Capitalists, speculators, real estate agents, intending investors, both great and small, began to flock in until all the available accommodation was filled to overflowing and premiums were freely offered many and many a night for the privilege of a bed or place to rest upon; billiard tables and other such "soft places" being eagerly sought after. With this rush of newcomers came the large corps of engineers, road makers and other handicraftsmen engaged in the construction of the road and the survey of the town, and also a large force of laborers, working for parties who had contracted to clear the site of the future city. This large influx of people naturally invited the immediate erection of large numbers of buildings for their accommodation, and fabulous stories are told of the eagerness with which buildings were leased even before the foundations were laid or the material purchased with which to build them. Many a time during this year teams were seen waiting their turn at the saw mill for the lumber to be sawn that was to comprise their loads, and often during these stirring times has the log lying in the water at the mill at daylight in the morning been transformed into lumber, hauled to town, been nailed in place on a shack and offered shelter to the owner while enjoying his night's repose in one and the same day. In fact such was the demand for building material, skilled labor to handle it, and for buildings when finished that the first Council of the city, when elected to office in May, 1886, had no place, nor could a place be obtained in which to transact the civic business and they were forced to be content with quarters placed at their disposal in the dining-room of the Provincial Constable and Collector's house, on the corner of Water street. These limited quarters (a room about 10x14) they occupied until the 1st of June 1886, of that year, forthwith in conjunction with every other building in the place to abandon it. Fire attention must be made of this.

#### THE FIRST COUNCIL

of the City of Vancouver, for to them in a great measure the prosperity, growth and progress of the city is due. Coming into