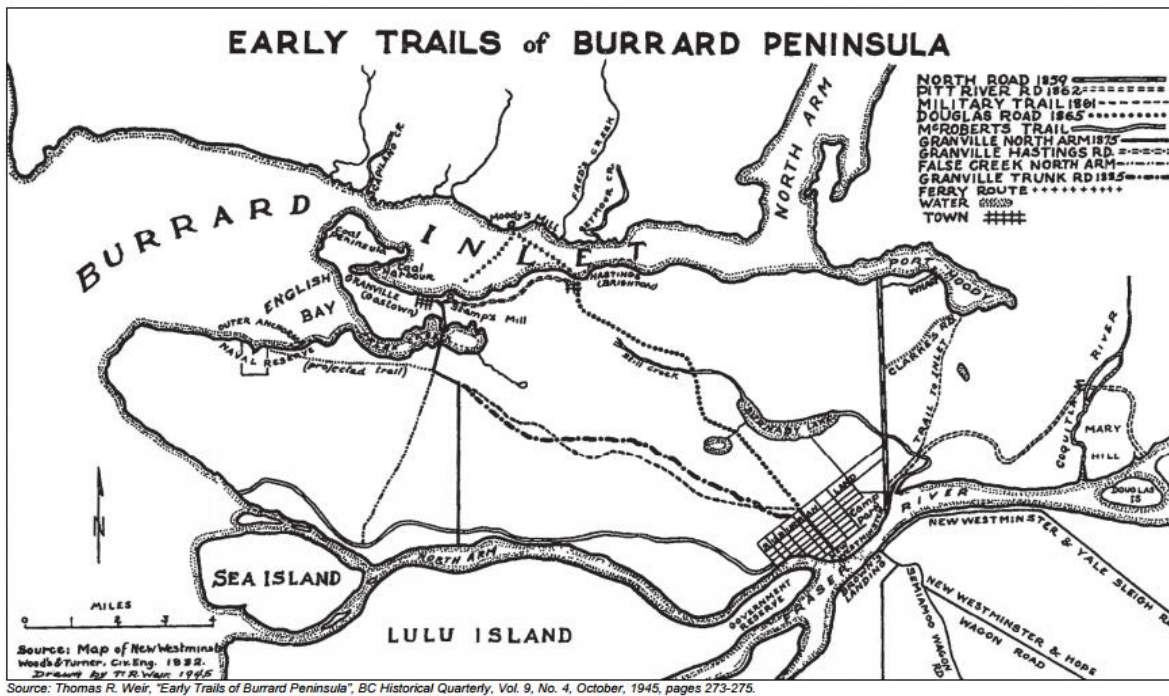


In The Beginning

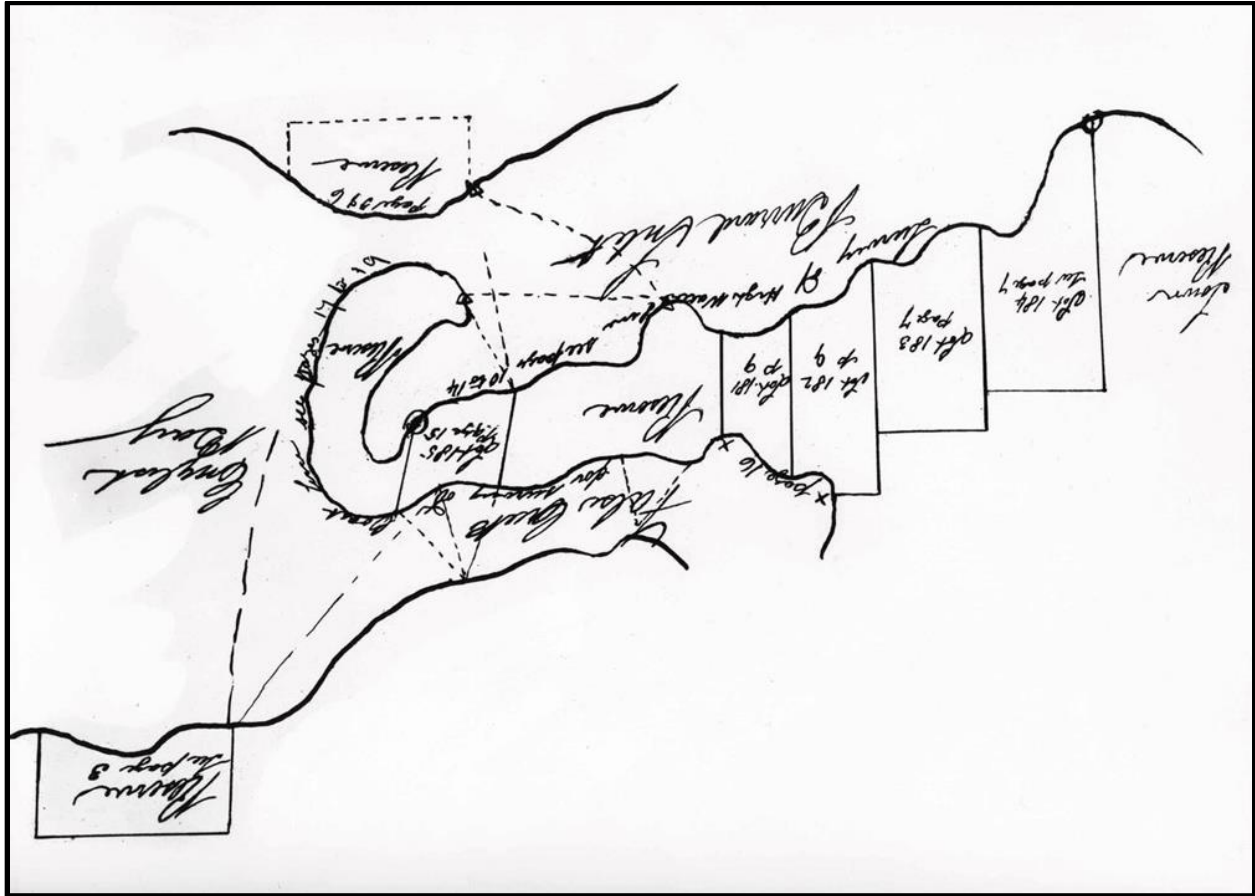
It was the railway that would eventually make the decision and settle on Vancouver as the major city on the coast, but the background had been laid well before. It could even be said that Grandview itself was discovered as part of the British Royal Navy's voyages of exploration in the 1790s. The naval officers who followed in Captain Vancouver's wake, and who made the name of Burrard Inlet well-known in Admiralty circles, saw the possibilities offered by our glorious stands of trees, including the enormous cedars that ranged over Grandview's hills and ran down to the sea at Cedar Cove. The rapid development of an arms race of sailing technology in the nineteenth century called for ever stronger and ever longer masts and planks. One of the first industrial enterprises on this part of the coast was what became Hastings Mill, created specifically to serve this need.



Early Trails of Burrard Peninsular -- based on the "Map of New Westminster" by Woods & Turner, 1882

But before the mill was even a speck on a map, the Lower Mainland of British Columbia was dominated by the newly-established city of New Westminster, south and east on the Fraser River, and capital of the Colony. At that time, Burrard Inlet was viewed merely as a military problem, as a potential invasion route for any attack by foreigners against New Westminster. The government saw the need for defensive measures to be taken, and it was on this behalf that a party of Royal Engineers under Lance-Corporal George Turner came up to the Inlet during February and March of 1863 to begin a survey. Acreage for what was to become the Hastings Township site had been laid out previously. Starting from that point and moving

west along the Inlet, they laid out District lots 184, 183, 182, 181, and another western township site that would soon house a village called Granville.¹



Royal Engineers' map, rotated to place north at top

By November 1863, the Royal Engineers were needed elsewhere in the Empire and had sailed away, their four-year tour of duty over; but the results of their work remained behind them. These four District Lots still form part of the northern boundary of Grandview today. Each of these lots was taken up within a few months of the survey, though no actual settlers appear for some time thereafter. As Howay reports:

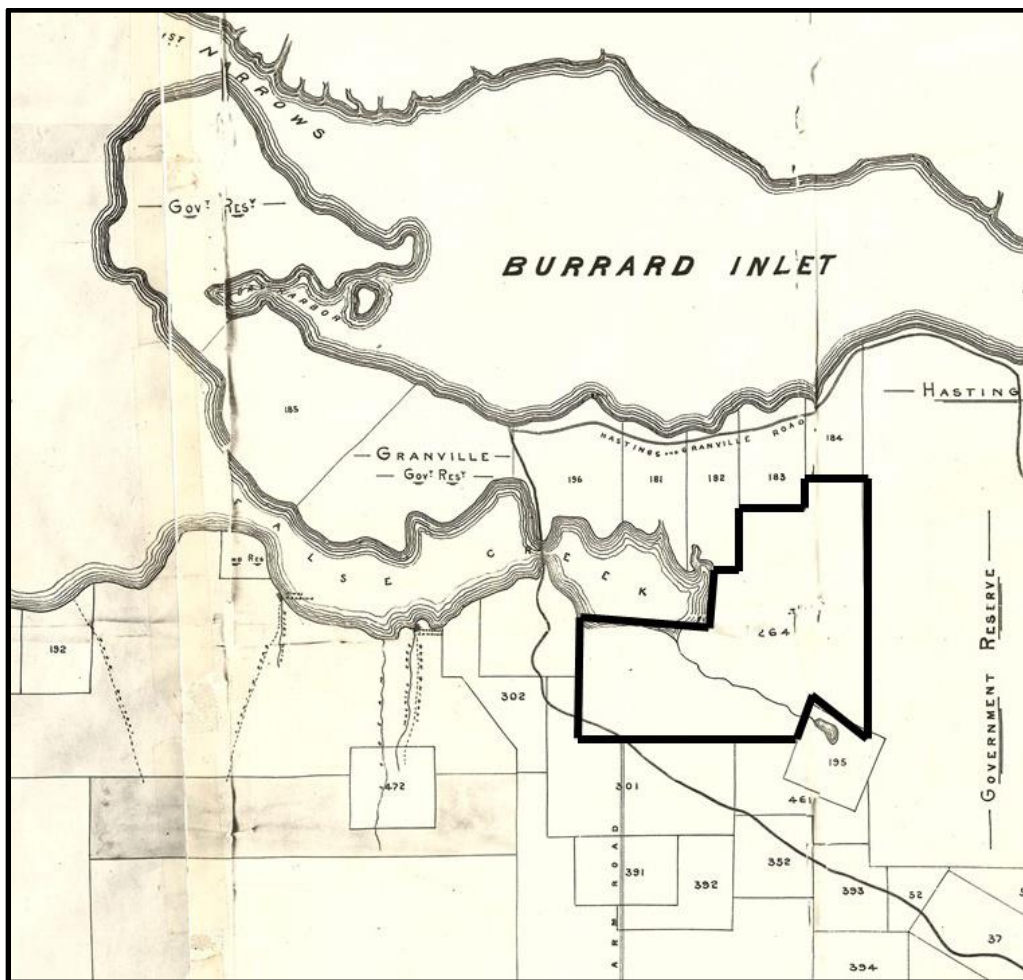
“Lot 184 was granted in January 1864 to John Graham, a clerk with the Government treasury. Lot 183 was granted in October 1863 to Thomas Ranaldson who in early 1865 conveyed it to H.P.P. Crease, later Justice Crease. Lot 182 was granted to H.P.P. Crease in October 1863.”²

Under the Pre-Emption Act of 1860, the entire Burrard Inlet was available for pre-emption. As MacDonald explains it:

“Settlers could claim 160 acres, have it surveyed, and with the payment of \$1 per acre, gain official title. In theory, pre-emption privileges were for genuine settlement only, but since the area was heavily forested, most early land acquisition was a speculation that the land would rise in value and could be sold at a profit.”³

More immediately germane to Grandview's future was the document which came to be known as the Hastings Mill Lease and which was signed by Commissioner Joseph Trutch on November 30, 1865. Captain Stamp's group, the British Columbia and Vancouver Island Spar, Lumber & Sawmill Company paid a little over 244 pounds sterling in exchange for the timber rights on huge swathes of Vancouver and the Lower Mainland. They received more than 5,000 acres on the south shore of English Bay, almost 3,000 more acres on the north arm of the Fraser, 2,000 on Howe Sound, and the right to select another 1,200 acres at a later date.⁴

After technical difficulties concerning the delivery of vital parts from England, the mill didn't make its first official cut until 18th June 1867. That was a happy day no doubt, but there were not many of those to come. By 1869 Stamp and his mill were in dire financial straits and he was forced to sell by court order. Major Matthews records that the mill and its timber rights were "finally sold on February 23rd 1870, to the agent of Heatley and Company of London, England, and the name was changed in August 1870 to Hastings Sawmill Company." At about the same time, they exercised their rights to the 1,200 acres of timber rights they were owed under the Hastings Sawmill Lease. The land chosen was District Lot 264a, which included all of Grandview down to Trout Lake and south of False Creek into Mount Pleasant (outlined in a heavy border in the map below).⁵



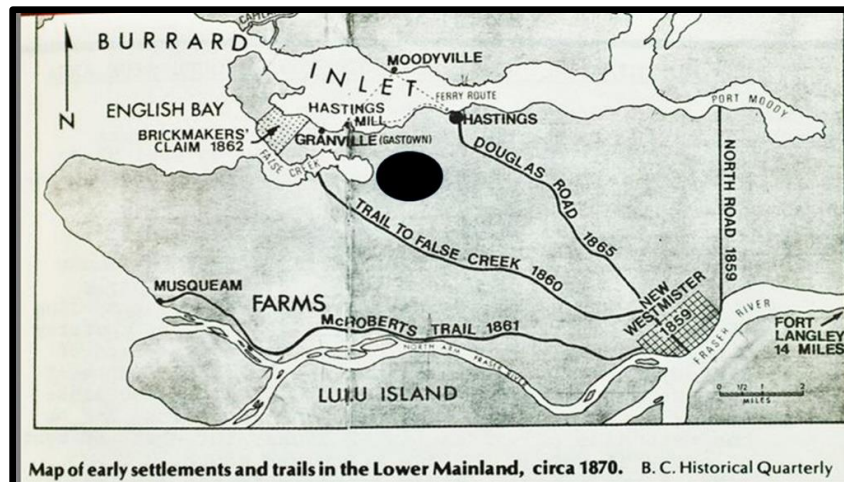
Position of DL 264a in Vancouver

The company, first under San Francisco ownership and then under the local management of John Hendry, spent the next twenty years clear-cutting the huge timbers that decorated the hills, moving the logs down skid roads to both False Creek and Cedar Cove. At the same time, ownership of the lands themselves changed hands in a variety of ways and for a variety of reasons.⁶ Several decades after the events he was describing, Walter Graveley gave the following statement to Major Matthews which vividly illustrates the business dealings of the day. It is worth quoting at length:

“The Hastings Mill people owned all that land, 264 A, at the head of False Creek, Grandview now; the Hastings Mill was practically owned by San Francisco people, Victoria and San Francisco anyhow. Ross got an option on a lot of that property for Powell, Oppenheimer, Dupont and ourselves, Innes and Graveley; Ross had no money, but was given one fifth interest. What about J.C. McLagan and the property placed in Ross’s name in trust for us? ‘Us’ was J.C. McLagan and Gideon Robertson; we had all known each other in Winnipeg. Then one day Van Horne got off the steamer from Tacoma at Victoria and A.W. Ross was with him. A sheriff tapped Ross on the shoulder as soon as he touched the wharf. It was a most awkward situation for Ross; he had come up on the boat with Van Horne and here he was under arrest as soon as he landed. Some clergyman in Australia had entrusted some funds to him for which it was said he had not accounted. It was a week or so before we found out. When we did we went to a lawyer, had him draw up an assignment—I have the document yet—and conveyed to us his interest. The outcome was that Oppenheimer and Dupont got out of the trouble, but in getting out, Ross gave our property, 1,400 or 1,500 acres in what is now Grandview, as security for their advances to him personally.”⁷

In 1889, when John Hendry took over sole management of the mill – for “considerations,” said the *Vancouver Daily World*, that “exceeded a quarter million dollars by a considerable sum” – the newspaper also predicted that this would mean “an increased demand for residential property in the east end of the city, which unquestionably is to become Vancouver’s manufacturing quarter and densely settled portion of the city.”⁸

But before that could happen, a number of obstacles had to be managed, most of them geographic. The following map shows the major trails in the Lower Mainland in 1870.

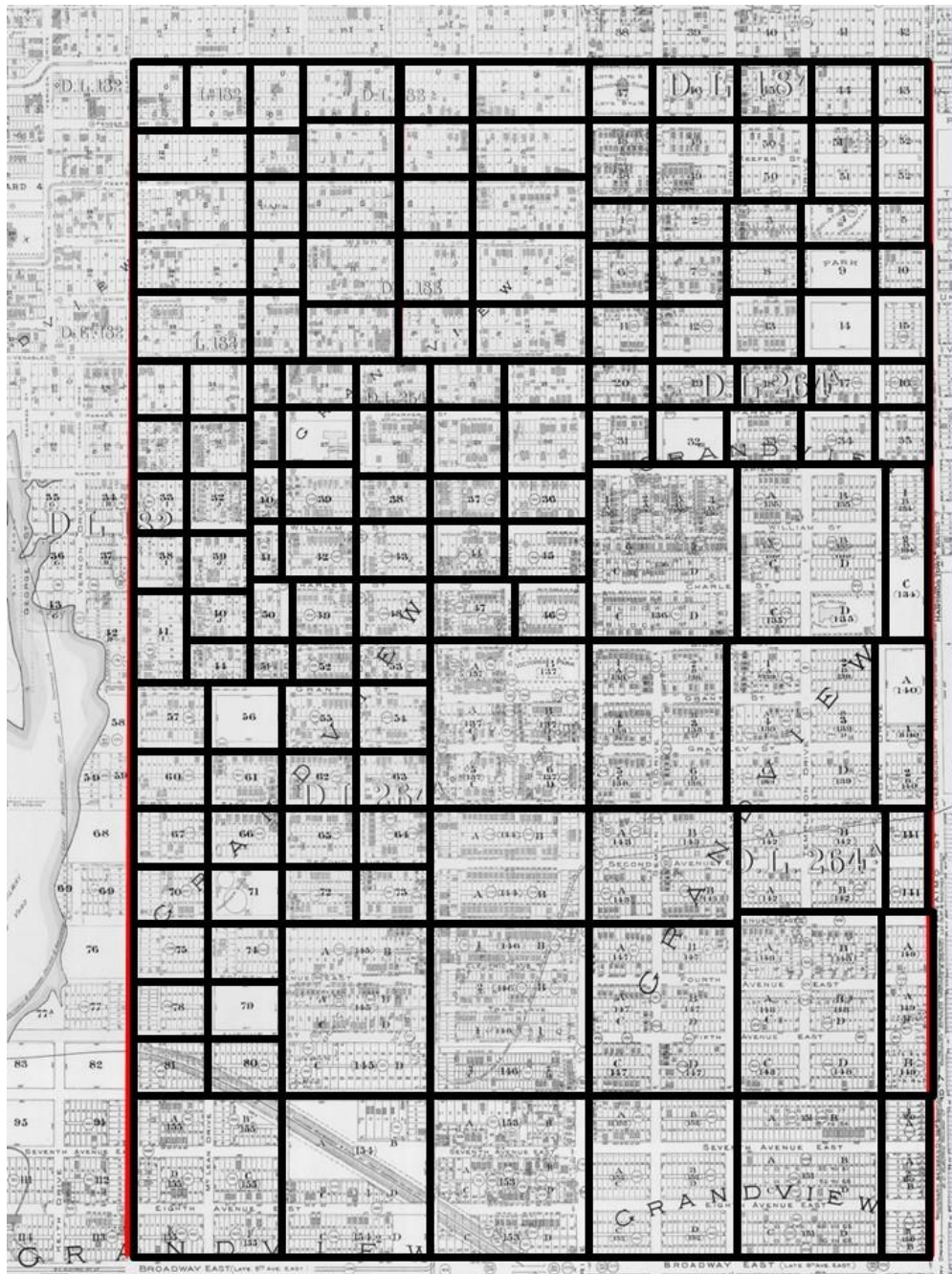


The routes used to transport goods and people to and from New Westminster and Burrard Inlet bypass what will become Grandview – shown on the map as a black circle; they travel east of the district along the Douglas Road and then west along the inlet; or they travel south and west of Grandview on the False Creek Trail. Grandview proper is rippled with steep hills, especially those rushing downhill to False Creek from a high point running along Victoria or Lakewood. They were useful to the loggers as skid roads carrying their fallen timber to the waterline; but they made everyday travel difficult and wearisome. It is no surprise the early trails avoided them so far as possible. Even the flume that delivered such famously pure water from Trout Lake to the Hastings Mill site on Burrard Inlet avoided most of Grandview, cutting west from the lake across to a point around Clark Drive where it swung north and headed downtown, always west of Grandview.

Grandview's geographical difficulties were compounded by the positioning of the False Creek Flats between Grandview and Vancouver. The Flats have always presented a barrier to eastward expansion: first, when the shallow muddy waters lapped the small cliff at Clark Drive; later when they were filled as far west as Main Street but left barely used; and even today, when after decades of debate and discussion we have not yet come to a conclusion as to the best use of these lands that sit so critically in the heart of Vancouver and make direct access from city to suburb so difficult. Grandview's geographic isolation, and the "Grand Plans" constructed to deal with it, will play a significant role in the development of the neighbourhood's consciousness as an independent community over the years.

The ambiguity of being part of the inner city but not quite within it, is displayed graphically in the following map, which shows the surveyors' breakdown of the heart of Grandview into development blocks. The boundaries of the map are the boundaries of the Grandview core with which this book is concerned – Hastings Street in the north, Nanaimo Street to the east, Broadway to the south, and Clark Drive to the west. Victoria Drive is the straight north-south street that divides the map in two.

It must be remembered that when this plat or town plan was laid out, no roads or streets or houses actually existed. Granville -- not yet Vancouver -- lies off our map to the northwest. The surveyors have reasonably assumed that population growth in the city will include an expansion south and east into District Lot 264a. They have therefore, laid out small urban blocks spreading out from the northwest for a certain distance. But then they switch to a pattern of larger blocks based more formally on the rural quarter-section model.



The surveyors' blocks into which the core of Grandview is divided.

But Grandview will go on to surprise those early planners and quickly, too, once it got started. Before then, though, there was a decade and more of false starts and promises, of railway lines and speculation, of smallpox, and a tiny band of pioneer settlers in their isolated shacks amongst the trees. We'll tell those tales in the second part of the Birth of A Community.

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- ¹ F.G.H. Brooks, "*Vancouver's Origins*" (unpublished thesis, UBC, 1952, p.24.) Note that the map has been turned upside down so that N is at the top. Stanley Park is the large "C" shape, with False Creek flowing beneath. DLs 181-184 run along Burrard Inlet. Military reserves are established in what become both Kitsilano and North Vancouver.
- ² F.W. Howay, "*Early Shipping in Burrard Inlet, 1863-1879*" (BC Historical Quarterly, v.1 #1 January 1937), p.104
- ³ Norbert MacDonald, "*The Canadian Pacific Railway and Vancouver's Development to 1900*" (BC Studies #35, Autumn 1977), p.4
- ⁴ Details at Alan Morley, "*Vancouver: From Milltown to Metropolis*" (Mitchell Press, Vancouver, 1961) p.36-37
- ⁵ Matthews, "*Early Vancouver*" (1931-1956), Vol VII, p.282
- ⁶ The early pre-emptions and leases in DL 264a can be followed through, inter alia, F.W. Laing, "*Colonial Pre-Emptions*" (1940, at CVA HD 309.L3); Matthews 1931-1956, Vol 3, p.207-8, Vol 7, p.282, 295-6; Morley 1961, p.36-37; *Vancouver World* 1889 Sep 12, p.4; and various indentures included in Walter Graveley Fonds, CVA, AM 147, Box 512-E-3, Folder 9.
- ⁷ Matthews 1931-1956, Vol III, p.207-208
- ⁸ "*Vancouver World*", 1889 Sep 12, p.4. It wasn't all plain sailing. In an interview with Major Matthews, Calvert Simpson recalls Mr. Sweeney of the Bank of Montreal saving the company from collapse: See Matthews 1931-1956, Vol 7, p.285-286