



Walter E. Graveley and E. E. Barker's Real Estate office in the 100 block of Cambie Street near Cordova Street. The top portion of the building was used as a boarding house, while the bottom floors contained the real estate offices of E. V. Bodwell and the partnership of Graveley and Barker, Dr. Lefevre and Dr. Robertson's surgery as well as the Palace Tobacco Shop, 1888.

Vancouver's Land Speculators

Opposite Top

James W. Horne's makeshift real estate office was located on the site of the future Hudson's Bay Company Store on Granville Street. The man with his arms folded beside the sign is Arthur W. Ross, while the man holding the pointer is Horne. The man seated on the top of the log is Samuel Brighthouse, one of the "Three Greenhorn Englishmen."

Opposite Bottom

James Welton Horne, another land speculator, purchased a tract of land at Mission, and in 1891 had a "Grand Land Sale," in which he sold off 300 city lots. He gave his name to three of the city's roads: Three Mission streets are named after him: James, Welton and Horne. Streets.

THE CROWN COLONY of British Columbia came into existence in 1858, and the British government immediately began to pre-empt land to white settlers without much regard for the First Nations peoples. As a result a few white settlers—for example the "Three Greenhorns"—managed to gain control of large tracts of land that would one day become Vancouver.

In 1871 British Columbia became a part of the Dominion of Canada with the understanding that a railroad would connect the west coast province with the rest of Canada within ten years. This presented a problem when the Canadian government granted the Canadian Pacific Railway builders a twenty-mile swath of land on either side of the line. In so doing, the federal government neglected the rights both of indigenous people and settlers who already occupied the land.

Malcolm Alexander MacLean, Vancouver's first Mayor, arrived in Vancouver a few months before the city's incorporation. A Scotsman, he had been born in Tyree, Argyllshire, in 1844. As a teacher, he taught school in Ontario before moving to New York to do office work for the Cunard Steamship Company. He moved to Manitoba 1878 and set up a wholesale business in Winnipeg just ahead of the railway builders. His wholesale business supplied food for the government troops that came west to put down the Louis Riel Rebellion. MacLean's sister had married Arthur Wellington Ross, a school inspector, who was a realtor in Winnipeg acting as an advisor to William Cornelius Van Horne, the President of the Canadian Pacific Railway. The two brothers-in-law started a real estate business in Winnipeg. In 1884 Ross and his family moved to Granville so he could represent the CPR interests at the "Terminal City." Ross showed fellow realtor Walter E. Graveley a letter by Van





John M. Browning, CPR's first Vancouver land commissioner in 1886, Park Commissioner from 1898 to 1899, Vancouver Alderman and manager of the Vancouver Opera House in 1890, and first president of Rogers Sugar in 1891.

Horne that indicated that the end of the rail line would be at Coal Harbour and not Port Moody at the easterly end of Burrard Inlet. Granville was still pretty much a logging community with not more than 50 people outside of government owning property.

According to Graveley, Ross immediately formed a "Syndicate of Victorian Gentlemen" that included Dr. Israel Wood Powell, Major Charles Thomas Dupont, and wholesale grocer David Oppenheimer, who with others pooled their resources and purchased 1,460 acres of prime real estate immediately east of the Greenhorns' "Liverpool Estate." The CPR then entered into negotiations with the provincial government and the Syndicate of Victorian Gentlemen for perks for locating the terminus of the railway in Coal Harbour. Powell and his associates bought up 330 acres of what would become Vancouver's downtown core and with the help of provincial and federal politicians brokered a deal to make the land part of the CPR terminus. The Powell "syndicate" later bought the 1,545 acres of the Hastings Sawmill site for \$275,000, and many streets in the vicinity are named after the shareholders.

Outraged that the rail line was being extended to Coal Harbour, the *Port Moody Gazette* published a list of Powell's "Coal Harbour land syndicate" shareholders. The paper explained that each share cost \$17,500 and that the total of 20 shares added up to an investment of \$350,000. Dr. Powell, the Oppenheimer brothers, John Andrew Mara, Francis Stillman Barnard, and George and Hugh Keefer all had three shares; Carl Strous had two shares; Peter C. Dunlevey and John F. Hawkes together had one share, while Dennis R. Harris, Edward Gawler Prior, Robert Edwin Jackson, William Powers and Major Charles T. Dupont each had a share. These men were connected through the gold rush, logging, fraternities, or marriage.

At the first council meeting Lachlan A. Hamilton, an alderman and surveyor for the CRP, proposed that the 1,000 acres of land west of the Three Greenhorns' Liverpool Estate be set aside for a federal government reserve, thus preventing it from being released for development. Apparently CPR realtor Ross had suggested this idea to Alderman Hamilton. By this time Ross had partnered with Henry Tracy Ceperley, a New Yorker, to set up a real estate



Charles David Rand, with his brother Edward Ethelbert, operated a real estate office in downtown Vancouver. The two brothers at one time owned over 2,500 acres in the Fraser Valley in Langley.

THE CHATEAU-STYLED CPR STATION. Located at the north foot of Granville Street, the station was opened in 1899 and replaced by the present Waterfront Station fifteen years later.



Walter E. Graveley, an early Vancouver realtor and land speculator, arrived in Vancouver in 1883. He served as the first commodore of the Royal Vancouver Yacht Club. Graveley and Charles E. Hope formed the Hope Graveley Company.



Malcolm Alexander MacLean, Vancouver's first mayor.



Arthur Wellington Ross, a Member of Parliament for Winnipeg, was the real estate representative for the Canadian Pacific Railway while he resided in Vancouver. His brother-in-law was Malcolm Alexander MacLean, Vancouver's first mayor. Here Ross poses for a William Topley portrait complete with props such as a bowler hat, deerskin gloves, watch fob, and walking stick.

and insurance business. It was Hamilton who began surveying the former Gastown property into lots for resale. The first council and the builders of early Vancouver did not seem to see any conflicts with their roles as railway employees, realtors or both. John M. Browning was the CPR's first land commissioner in 1886, the city's park commissioner in 1898 to 1899, Vancouver alderman and manager of the Vancouver Opera House in 1890, and the first president of Rogers Sugar in 1891.

Immediately after the great fire land speculators realized that they needed to bring in amenities such as roads and bridges to sell real estate, and amazingly Vancouver had a street car service within two years of incorporation.



The E. C. Coulding Law Office and the A. W. Ross Real Estate building situated on the south side of Hastings Street between Homer and Hamilton Streets, 1886. City archivist Major James S. Matthews believed the gentleman by the chair was Malcolm Alexander MacLean, Vancouver's first mayor. The lady and the gentleman standing in the doorway were probably Jesse F. and husband Arthur W. Ross with their two sons. Mr. MacLean and Mrs. Ross were brother and sister. The sections of the two logs were cut from the famous "Real Estate for Sale" photograph. Other sections of the log were sent to Queen Victoria's Golden Jubilee Exhibition at the Crystal Palace in London, England. The "For Sale" sign offered lots on Hastings and Granville Streets for \$1,000 to \$2,000 and on Pender Street for only \$750 to \$1,200.



The second Sunny Side Hotel was located at 1 Water Street right on Burrard Inlet, May 1887. The fourth man from the right has been identified as William McGirr. City workers have swept refuse into piles for removal. The first Sunny Side Hotel was destroyed by the 1886 fire.

James Welton Horne was an early Vancouver realtor, and by 1891 the *Vancouver World* newspaper reported him to be "the heaviest individual property owner in Vancouver." Horne was best known for having created the town of Brandon, south of Winnipeg in Manitoba, before venturing west to Vancouver. Horne was one of the original founders of the interurban street railway between New Westminster and Vancouver. When the CPR rail line put a bridge across the Fraser River at Mission City, he purchased a large tract of land there and subdivided his property into lots to turn a quick dollar.