

## **Early Vancouver**

### **Volume Four**

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

**2011 Edition (Originally Published 1944)**

*Narrative of Pioneers of Vancouver, BC Collected During 1935-1939.*

*Supplemental to Volumes One, Two and Three collected in 1931-1934.*

### **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.

### **Copyright Statement**

© 2011 City of Vancouver. Any or all of *Early Vancouver* may be used without restriction as to the nature or purpose of the use, even if that use is for commercial purposes. You may copy, distribute, adapt and transmit the work. It is required that a link or attribution be made to the City of Vancouver.

### **Reproductions**

High resolution versions of any graphic items in *Early Vancouver* are available. A fee may apply.

### **Citing Information**

When referencing the 2011 edition of *Early Vancouver*, please cite the page number that appears at the bottom of the page in the PDF version only, not the page number indicated by your PDF reader. Here are samples of how to cite this source:

Footnote or Endnote Reference:

Major James Skitt Matthews, *Early Vancouver*, Vol. 4 (Vancouver: City of Vancouver, 2011), 33.

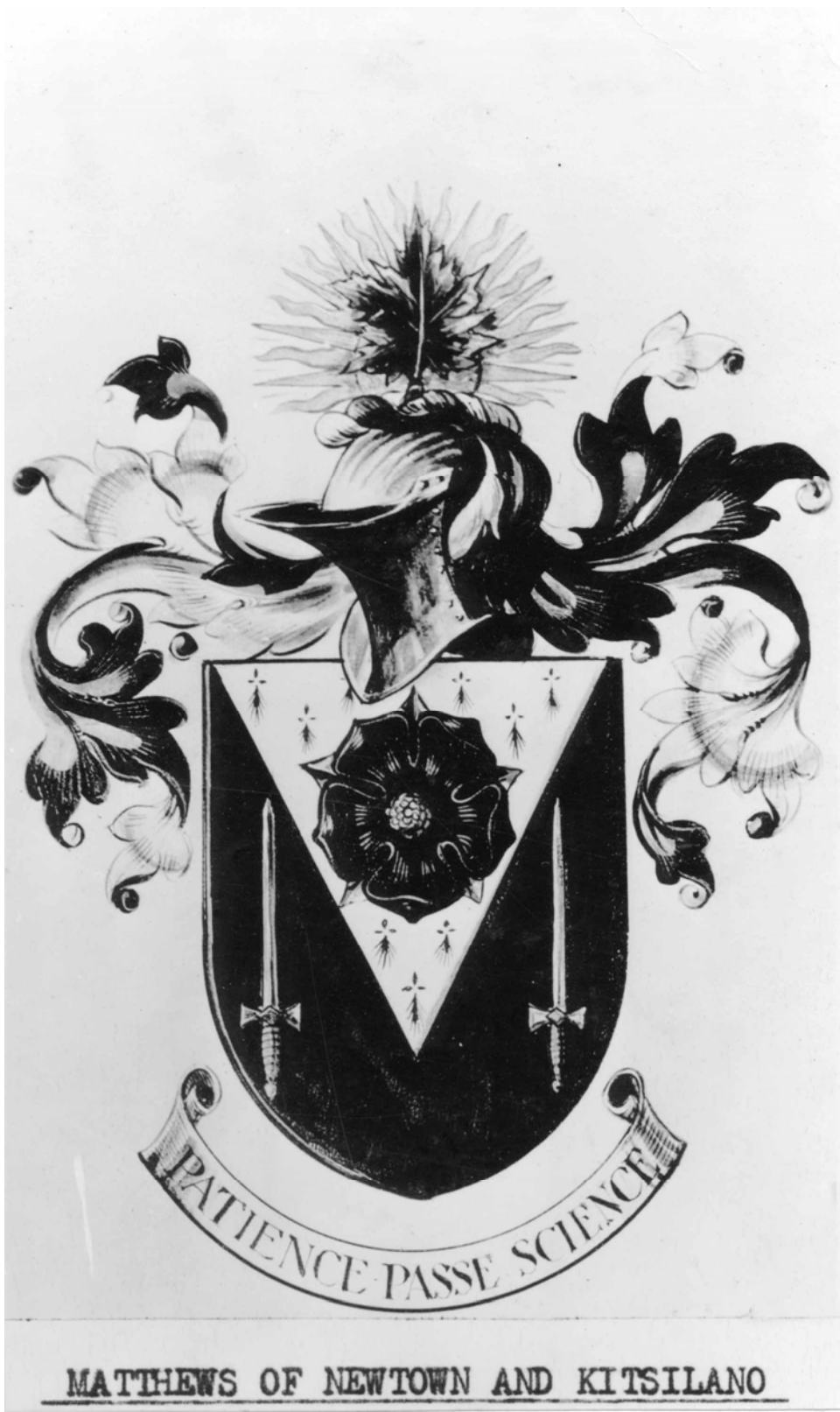
Bibliographic Entry:

Matthews, Major James Skitt. *Early Vancouver*, Vol. 4. Vancouver: City of Vancouver, 2011.

### **Contact Information**

City of Vancouver Archives  
1150 Chestnut Street, Vancouver, B.C. V6J 3J9  
604.736.8561  
archives@vancouver.ca  
vancouver.ca/archives





Item # EarlyVan\_v4\_001

**EARLY VANCOUVER**

Volume 4

1944

(During 1935-9)

Narratives of Pioneers

of

Vancouver, B.C.

Collected during 1935-1939

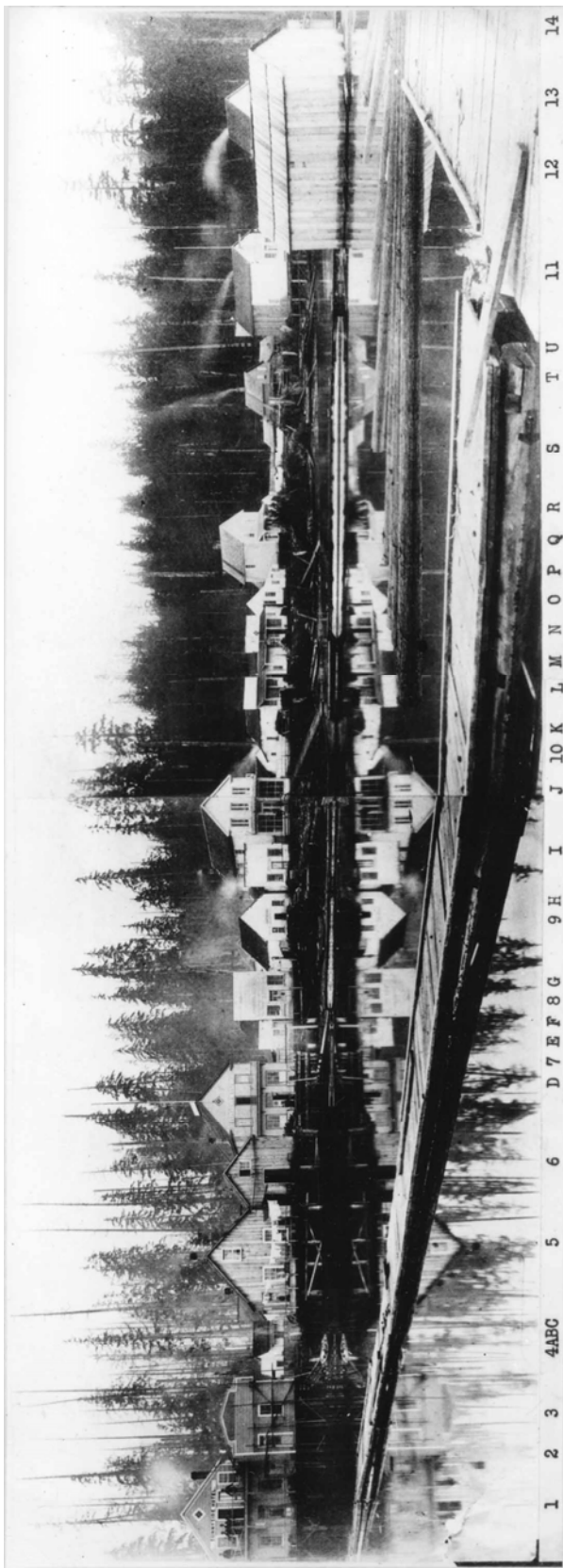
Supplemental to volumes one, two and three, collected in 1931, 1932 and 1934

Compiled by

Major J.S. Matthews, V.D.

Vancouver, Canada.

1944



BRANTLEY, J. L. and "Miss Alice" (Unpub. list): circa 1894, original photo in Provincial Archives. Description by Major J. L. Brantley, 1894, in *Journal of the Royal Canadian Mounted Police*, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571

[illegible]

At Castle Site. No float. Shore deep, rough and rocky; forest to water's edge. In 1884 oxen were dumping logs here. Little clearing and creek. WILBING. North side of now Water Street.

**Summerville Hatch**, built circa 1875-6. Tug on land, astern on piles over water. J.R. McInnes, prop., 1885-90, who added to it 1350-4. Battery built on piles over water; no tugs; no tank, jug and basin. Sprung--or into inlet; oil lamps. "Machalls" for loggers, etc. in tow. Boat from Hastings Mill store, and hauled up through trap door. **Summerville of Griffiths coal**, built circa 1878 by Griffith, lessee, Summerville. Here "Havner" and tugs discharged bay, Barclay, oil, coal oil, cruties for loggers, surveyors. Now Union Steamship Dock.

\* Sunvalde addition. Erected after 1880. Various uses including (later) liquor warehouse. One of several additions to hotel.

**George Black's cottage.** Built circa 1875, part on land, most on piles. Platform with drying clothes, and toilet over water. Brick chimney. Piano. Here the "Jaird of Hastings" gave fashionable evening dances; not big, but select parties.

George Black's butcher shop. Part on land, most on pilt. Large platform, front and side, over beach; swing arm used as derrick for hauling up and lowering down. On this platform, butcher, butcher boy, for fun, to swing "far over" water and back. "Erlichon Charlie" paddled his big canoe beneath shop, came toward through trap door; moving chimney, 21 cordoned. On this platform, black tent, on a chair, black tent, black tent.

John Murray, Jr.'s bedroom window in peak. Rare top "Mangle" first ship built B.L., launched 1873.

[illegible]

100

9. Boat on beach. Little landing float to Chinese store; piles coriander; fish drying racks here.

11. Portuguese Joe's\* (Gregorio Fernandez, colloquially "Joe" Fernandez). Built before 1870 on Lot 16, blk. 6. Part on land, most on piles. First merchant here. Indian trading-skins for flour, powder, vest sets, Indian glass.

15. Absence of Ben Wilson's house—between his store and Parsonage—proves this photo taken before September 4, 1932.

13. **"The Porridge"** Wesleyan Methodist, where first divine services held in kitchen by Rev. Jas. Turner congregation mostly Indian and Kanaka; built anglewise on beach bank 1873. Food smoke, Indian Church (invisible) 50 yards west Abbott St., west side, beside Paragon; canvas tied to church across Mission St. and across beach to west.

14. Prebense boat house with sloped grating for launching rowboat. Beyond, invisible few stacks, under branches of trees, occupied by "Chuckles" Andrews, Indian Bancher. Kanakas etc. creek, clearing, and log dump.

STEAMER. Sailed about 10:00 a. m., to be reached at high tide, square, octagonal, rolled back, and floated to sailing ships at anchor; probably cut North Arm, Fraser River, or Jericho; towed here by paddle steamer.

**BUILDERS.** South side of new Water Street (originally Front St.)

Steamer was wrecked full—14th Commercial Harbor.

Street was planned full width, curmside Hotel to Granville Hotel; beyond to west, a narrow plank walk, with projecting railing, continued irregularly some distance until curve of shore ultimately made street solid ground littered with stumps and bushes.

A. fence, in front of Constable Miller's cottage, which it partly conceals.  
B. Black square on white is top half of glass door to room added after 1873—to Miller's cottage. Jail and yard invisible behind George Black's cottage.

C. Customs House, built circa 1865-7, on Lot 2, Blk-2. Tompkins Brew, customs officer and jailer, lived in original Customs House; later Prov. Govt. Court House; and Constable Miller's home where first Vancouver civic election held, and first Council meeting, July 10, 1866. East window under veranda; door and other windows invariable.

D. Granville Hotel, Lot 3, blk. 2, first owned Beneszer Brown, built circa 1872-4. Joseph Mannion, "Mayor of Granville", prpt. later Alderman; writer art. connoisseur. Here Lord Lansdowne visited 1882. Here Gastwirths first distributed. Telephone, 222-2222. Telephone, 222-2222. Telephone, 222-2222.

2. Price and date.  
3. Quantity, famous boot and shoe dealer, with trade as far as Carbon. Customers not known.

G. George Brew's restaurant in 1871, open when George was not in jail. Former cook, Hastings Mill, no relation to George Brew. Also, with trade as far as Cariboo, custom's volunteer postmaster.

1. **Wah Chong, Chinese Laundry.** Square top. His daughter, Mimmie, first Oriental school pupil.

Ashur, Bulwani. umra. stor, calcony, rice, built before 1800. Mr. Sullivan, mulatto, first Methodist in Eastern.  
board fence on north side, then plank walk, then railing protection above beach, north side.  
Farandaha over street and walk. Louis Gold, dry goods, later of Cold House. Afterwards H. Coleman, barber.

John A. Robertson, wine and spirit, alias "Pete Donnelly," "Hole in the Wall Saloon", built circa 1870, peak roof.  
N. Customs house.  
O. O.  
P. Dr. Water's Office, 1882-3. Leanto to "Hole in the Wall", Platform in front.

Robertson's home, 1892, also later "hole in the wall: finally "Gold House".  
 9. Stumps, roots, litter of beach logs. Certain amount of odor from decayed matter on beach when tide was low.  
 8. Abbott St. (originally Wood St.) Blair's white fence on west side. *1892*

T. Blair's house. Built after 1881; before 1884, on S.W. corner Water and Abbott Sts.  
U. Tom Fisher's cottage. west of Blair's. Built after 1882, by Ainalte Mount, of Hastings Mill.

In early days an Indian trail led west. After 1862, a wagon trail stopped at "Spratt's Oilery", (Burard St.).  
ALL DESTROYED GREAT FIRE, 13 JUNE 1886.



*[photo annotation:]*

Granville, B.I. alias "Gastown" (Burrard Inlet); circa 1884, original photo in Provincial Archives. Description by Major J.S. Matthews, City Archivist, 1938, assisted by John Murray, Mrs. Alice Crakanthorp, W.R. Lord, Calvert Simson, H.W. Otton, Theo. Bryant, A.A. Langley, all here before 1884. Street Ends Case, 1905.

GENERAL. Granville, Est. Mar. 10, 1870. (Carrall-Hastings-Cambie.) Possibly from stern of paddlewheel tug tied at point two hundred feet from Sunnyside Hotel, i.e. Carrall St. produced. Forest (rear)—on Cordova St. (right)—on Cambie St.; townsite said to contain 500,000 ft. timber. School at Hastings Mill.

BUILDINGS. All on north side over water, except "Parsonage." "Gassy Jack's" Hotel invisible behind Sunnyside.

WATER SIDE of now Water St. Concave shoreline (crescent); gravel, boulder, and mud, shoal beach; flat for 200 yards. Tide recedes 100 ft. at Carrall, 50 ft. at Abbott, 30 ft. at Cambie. Rocky towards west.

FLOATS. At Carrall. (Indian name "Lucklucky," i.e. "beautiful grove.") 1867, "Gassy Jack's," no float, about five feet wide in clear; four sections of two logs long to deeper water, where Victoria and Fraser River steamers, such as "Beaver," "Grappler," even "Alexander," draft 12', touched and backed off at high tide. Sailors from ships landed in small boats; Indians in canoes; high and dry at low water. No roads. Supplies by water only, 'til 1876.

At Granville Hotel. Joe Mannion's float, originally a single log; float built late 1873 or early 1874; people got off, and goods landed, from Moodyville ferry; two feet at end of low tide. "Beaver" touched frequently after 1882; also river and Victoria boats; water deeper here, little basin, touch and back off. Built long before Sunnyside float.

At Abbott St. "Portuguese Joe's" float, original 40 ft. sloping gangway, later log float 75 ft. dry at half tide; later, Ben Wilson's; used by flat bottomed boats, canoes, or smaller steamers to land ton of hay for few cows, one or two horses, or ton potatoes, from Fraser River. Beyond: Parsonage, and Parsonage boathouse. Slabs for landing.

At Cambie St. No float. Shore deep, rough and rocky; forest to water's edge. In 1884 oxen were dumping logs here. Little clearing and creek.

BUILDINGS, North side of now Water Street.

1. Sunnyside Hotel, built circa 1875-6. Lot 13 Blk. 1. Part on land, most on piles over water. J.R. McInnes, prptr. 1882-5, who added to it 1883-4; balcony both ends; water from well; no baths; tub, jug and basin. Sewerage into inlet; oil lamps. "Dancehall" for loggers, etc. in basement; supplies by small scow—oar propelled—or boat, from Hastings Mill store, and hauled up through trap door.
2. Sunnyside or Griffith float. Built circa 1878 by Griffith, lessee, Sunnyside. Here "Beaver" and tugs discharged hay, barley, oats, coal oil, groceries for loggers, surveyors. Now Union Steamship Dock.
3. Sunnyside addition. Erected after 1880. Various uses including (later) liquor warehouse. One of several additions to hotel.
4. Beach. Vacant. Constable Jonathan Miller's police boat, and plank.
5. George Black's cottage. Built circa 1875, part on land, most on piles. Platform with drying clothes, and toilet over water. Brick chimney. Piano. Here the "Laird of Hastings" gave fashionable evening dances; not big, but select parties.
6. George Black's butcher shop. Part on land, most on piles. Large platform, front and side, over beach; swing arm used as derrick for hauling up and lowering down meat for ships to butcher boat; also by children, for fun, to swing "far over" water and back. "Jericho Charlie" paddled his big canoe beneath shop, meat lowered through trap door; stovepipe chimney. Pile cordwood. On this platform Black kept, on a chain, the notorious bear. John Murray, Jr.'s bedroom window in peak. Here Tug "Maggie," first ship built B.I., launched 1873.

7. Granville Hotel float. Shed for hay, oats, supplies, landed by "Beaver," "Grappler," tugs; flat bottomed workboat of logger, fisherman, or surveyor. Mail bag from Hastings Mill store landed here; taken Granville Hotel for distribution. Moodyville ferry landed here; also sloop from San Juan with Christmas turkeys, geese.
8. Open Beach in part; narrow plankway with railings, to prevent people falling in water at night; divided present Water St. east and west down middle. Gravel, boulders and mud; some sewerage, flushed twice daily by tide.
9. Boat on beach. Little landing float to Chinese store; piles cordwood; fish drying racks here.
10. Sullivan float.
11. "Portuguese Joe's" (Gregoris Fernandez, colloquially "Joe" Fernandez.) Built before 1870 on Lot 16, Blk. 6. Part on land, most on piles. First merchant here. Indian trading; skins for flour, powder; rent nets to Indians. Float invisible. Fixed arm for hauling up fisherman's supplies, groceries, from little scow. Hereabouts coal bore was sunk in sixties. Empty in 1878. Ben Wilson's store circa 1880.
12. Absence of Ben Wilson's house—between his store and Parsonage—proves this photo taken before Sanborn map, Aug. '85.
13. "The Parsonage." Wesleyan Methodist, where first divine services held in kitchen by Rev. Jas. Turner, congregation mostly Indian and Kanaka; built anglewise on beach bank, 1873. Wood smoke. Indian Church (invisible) 50 yards west Abbott St., west side, beside Parsonage; canoes tied to church steps. Minister went by boat; no roads.
14. Parsonage boat house with sloped grating for launching rowboat. Beyond, invisible, few shacks, under branches of trees, occupied by "Chuckles," Andrews, Indian Rancherie, Kanakas, etc., creek, clearing, and log dump.
15. Spars. Raft afloat. Up to 100 ft. 60" dia. to be beached at high tide, "squared" octagonal, rolled back, and floated to sailing ships at anchor; probably cut North Arm, Fraser River, or Jericho; towed here by paddle steamer.

BUILDINGS, north side of now Water Street (originally Front St.)

Street was planked full width, Sunnyside Hotel to Granville Hotel; beyond to west, a narrow plank walk, with protecting railing, continued irregularly some distance until curve of shore ultimately made street solid ground littered with stumps and bushes.

- A. Fence, in front of Constable Miller's cottage, which it partly conceals.
- B. Black square on white is top half of glass door to room added—after 1873—to Miller's cottage. Jail and yard invisible behind George Black's cottage.
- C. Customs House, built circa 1865-7, on Lot 2, Blk. 2. Tompkins Brew, customs officer and jailer, lived in original Customs House; later Prov. Govt. Court House; and Constable Miller's home; where first Vancouver civic election held, and first Council meeting, May 10, 1886. East window under verandah; door and other window invisible. Telegraph office, next door, invisible.
- D. Granville Hotel. Lot 3, Blk. 2, first owned Ebenezer Brown. Built circa 1872-4. Joseph Mannion, "Mayor of Granville," prptr, later Alderman; writer, art connoisseur. Here Lord Lansdowne visited 1882. Here Gastown mail distributed. Coal oil street lamp in front, which also served as harbor light.
- E. Fence and gate.
- F. McKendry's, "famous boot and shoe doctor," with trade as far as Cariboo. Gastown's volunteer postmaster.
- G. George Brew's restaurant in 1871, open when George was not in jail. Former cook, Hastings Mill, no relation Tompkins Brew; later Blair's Terminus Saloon. Square top.

- H. Gin Tei Hing. Wash house and general merchandise, peak top. Ike (Isaac) Johns, customs officer, his cottage barely discernible near Sullivan's.
- I. Wah Chong. Chinese Laundry. Square top. His daughter, Minnie, first Oriental school pupil.
- J. Arthur W. Sullivan. General store, balcony, float, built before 1880. Mrs. Sullivan, mulatto, first Methodist in Gastown.
- K. Board fence on south side, then plank walk, then railing protection above beach, north side.
- L. Verandahs over street and walk. Louis Gold, dry goods, later of Gold House. Afterwards E.H. Coleman, barber.
- M. *[blank]*
- N. Customs house.
- O. John A. Robertson, wine and spirit, alias "Pete Donnelly," "Hole in the Wall Saloon," built circa 1870, peak roof.
- P. Dr. Master's Office, 1882-3. Lean-to to "Hole in the Wall." Platform in front.
- Q. Robertson's home, 1882, also later "Hole in the Wall"; finally "Gold House."
- R. Stumps, roots, litter of beach logs. Certain amount of odor from decayed matter on beach when tide was low.
- S. Abbott St. (originally Wood St.) Blair's white fence on west side.
- T. Blair's house. Built after 1881; before 1884, on S.W. corner Water and Abbott Sts.
- U. Tom Fisher's cottage, west of Blair's. Built after 1882, by Ainslie Mouat, of Hastings Mill.

In early days an Indian trail led west. After 1882, a wagon trail stopped at "Spratt's Oilery," (Burrard St.)

ALL DESTROYED GREAT FIRE, 13 JUNE 1886.

J.S. Matthews  
City Archivist  
Sept. 1938



My grateful thanks  
to  
Mrs Brown, formerly  
Miss Ethel Glazier  
of the  
City Archives

for her devoted and patient  
interest and skill in mak-  
ing the index

J. S. Matthews

Kitsilano Beach  
23<sup>rd</sup> October 1944

Item # EarlyVan\_v4\_004

My grateful thanks to Mrs. Brown, formerly Miss Ethel Glazier of the City Archives for her devoted and patient interest and skill in making the index.

J.S. Matthews  
Kitsilano Beach  
23<sup>rd</sup> October 1944

## **MEMORANDUM OF CONVERSATION WITH AUGUST JACK HAATSALANO, 12 AUGUST 1935.**

I asked August what truth there was in a report published in the *Province* as a despatch from North Vancouver, dated about August 1<sup>st</sup>, that "Old Cronie," an Indian, had died at the age of 101, and that his great-grandfather had been the first Indian to notice the arrival of Captain Vancouver in 1792.

### **ARRIVAL OF CAPTAIN VANCOUVER.**

"As I told you before, the first whiteman the Indians see was up by Squamish, up by Stamish Reserve. My great-grandfather see him too; all Indians see him, but when Captain Vancouver come, he go up Burrard Inlet, and these Indians about here see him. My father Haytulk, my grandfather Haatsa-lah-nogh; I know my great-grandfather's name, but I forget just now. Old Cronie only 88."

### **SQUAMISH INDIAN TERRITORY.**

I remarked that Mr. Diamond Jenness, of the National Museum, Ottawa, would be out here in October, and would want both of us to go with him in the launch so that we could photograph and record the Indian place names of Howe Sound. Would Haatsalano come?

"There cannot be very many that we have missed, and I do not know who can tell us. I shall have to find someone older than myself, and he will have to be a fisherman who used to go places." (I suggested Mrs. Mary Capilano, Chief Joe's wife, now very old, but August said, "She never go anywhere; she not know as much as I do.")

### **SQUAMISH NORTHERN BOUNDARY.**

"Our boundary go far as 'Stawk-ki-yah,' that's as far as Squamish peoples can go; there must be a little creek there; that why they call it 'Stawk'; some peoples must go ashore there sometime, but they see lots wolf; big band of wolf; so they turn back so as not to disturb wolf; that's why they call it 'Ki-yah,' which mean wolf; that is wolf creek."

### **SQUAMISH HOUSES.**

"'Laam' means one house; 'Lum-laam' means lots houses."

## **MEMO OF CONVERSATION WITH AUGUST JACK KITSILANO, 23 SEPTEMBER 1935.**

### **JOHN MORTON. INDIAN FOOD. DUCKS.**

I told August that I had been up to see Mrs. Ruth Morton, widow of John Morton, first settler of Burrard Inlet, and that she had told me all about the Indians bringing him ducks to eat when he lived by himself on his little clearing, and that Mrs. Morton had told me that Mr. Morton had told her that the Indians got the ducks by spearing at them with a forked stick, and catching them by the necks between the prongs at the end of the long forked stick. I asked, do you know how they speared them?

August Haatsalano: "Spear 'em."

J.S.M.: How not miss?

A.H.: "Well, three or four prongs, like spread out your fingers, on end of spear; not miss them; ducks come close; maybe ten feet; they not suspicious."

J.S.M.: Break neck?

A.H.: "Suppose so. You see, Indian go out in dark, dark night, build fire in canoe like I told you before. Man with spear in bow, fire just behind him, pitchwood, no spark, quiet, no crackle, man in stern paddle, paddle soft and quiet; no brush like Mrs. Morton says, just fire. Spear fish same way, trout, steelhead, coho, any fish, Indians not do it now."

J.S.M.: Well, what about them using brush to cover the canoe and hide themselves under it, as Mrs. Morton says Mr. Morton told her they did in 1862 or later?

A.H.: "I don't know if they did. In the day time, they might cover canoe with brush, paddle quiet, drift, get about ten feet, and then pull bow and arrow. Arrow not sink. Arrow made of yew wood;

burn yew wood a bit, and it is like iron; it don't sink. Arrow may not kill him" (duck) "but he can't fly, he can't dive because arrow keep him from diving."

**STANLEY PARK DRIVEWAY, 1888. "WHOI-WHOI," I.E. LUMBERMAN'S ARCH. INDIAN MIDDENS AND VILLAGES.**

August Jack Haatsalano tells me that the location of the ancient Indian kitchen midden, a mass of calcined shells approximately eight feet deep and acres in extent, used as a white covering for the first driveway around Stanley Park in 1888, was just a few yards southwest of the Indian village of Whoi-Whoi. The largest house, named "Tay-hay," stood on the exact site on which the Lumberman's Arch, First Narrows, Stanley Park, now, 1936, stands.

The work of excavating the midden, and loading the broken white shells onto a wagon, is portrayed in Bailey Bros. photo No. 541, C.V.G.N. 91, and the exact limits of this excavation still marked by a fringe of trees on the side hill to the southwest of the swimming pool, and between Lumberman's Arch and Totem Poles.

**OLD CRONIE. CHO-HA-NUM. HY-NUCH-TUN.**

August said, 16 August 1935: "'Old Cronie,' his Indian name Cho-ha-num, was 84 when he died this month" (August 1935); "his father was Hy-nuch-tun, and lived at Snaug" (Burrard Bridge.)

**MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, AT CITY ARCHIVES OFFICE, CITY HALL, 8 OCTOBER 1935.**

**FATHER OF CHIEF HAATSA-LAH-NOGH. QUATSALEM. FIRST NARROWS, INDIAN NAME.**

"Quatsalem was Haatsa-lah-nogh's father; he used to live at Took-takamik, but he died at Squamish."

J.S.M.: August, what name did the Indians have for the First Narrows?

A.J.H.: (quickly) "Sunz." (A rock beneath Prospect Point.)

J.S.M.: Well, what name did they have for Burrard Inlet?

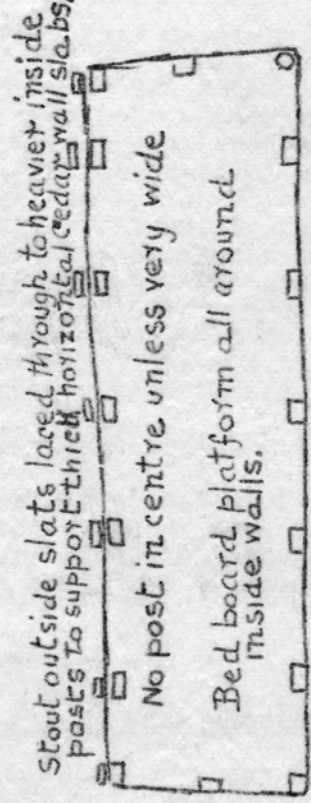
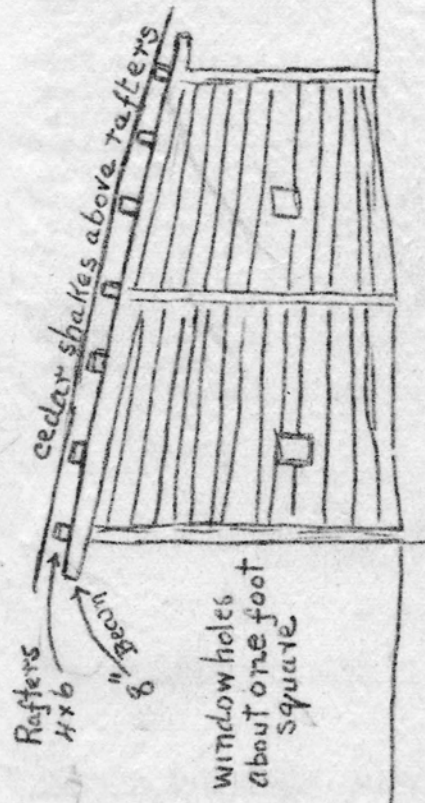
A.J.H.: "No particular name, but after you pass the Second Narrows, Thluk-thluk-way-tun, Tum-ta-may-tun, and away up, Slail-wit-tuth."

**CAPILANO RIVER. HOMULCHESON.**

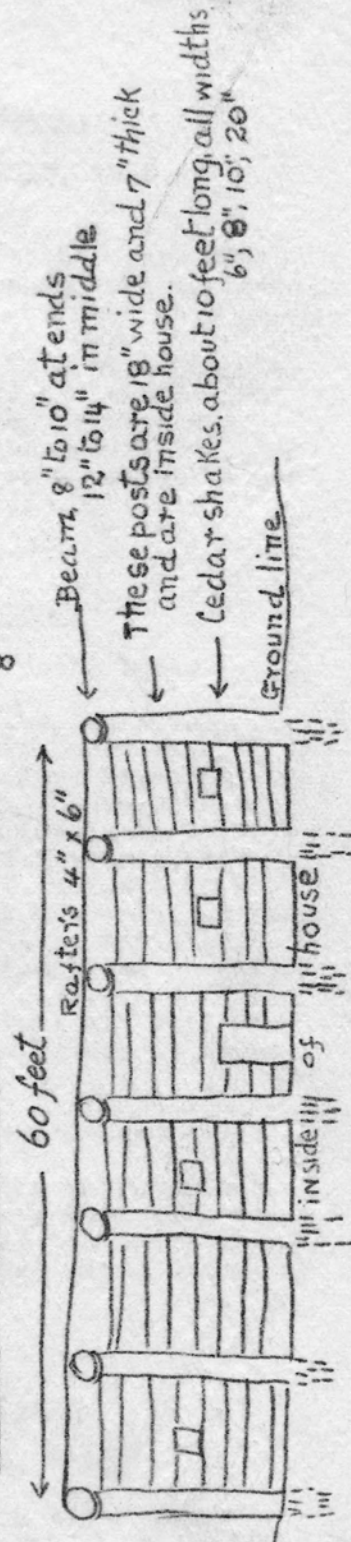
A.J.H.: "The real name of Capilano river is Homulcheson, but just because there was a chief there" (by that name) "they call it Capilano."

Sketch of construction of  
Indian house at Whoi-whoi,  
(Lumberman's Arch, Stanley Park)  
A tracing of rough sketch, on  
scrap of paper, drawn in my garden  
one Sunday afternoon, Dec. 15, 1935,  
by August Jack Khahtsahlano

*J. S. Matthews*



Beam, thicker in centre  
so as to prevent sagging due to  
weight of roof





## **MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, 15 APRIL 1936.**

### **MRS. MARY CAPILANO. WHOI-WHOI.**

City Archivist: What's this yarn about Mrs. Mary Capilano, being a daughter of the chief who welcomed Capt. Vancouver, 1792?

A.J. Haatsalano: "I don't know. See-yik-clay-mulk, he oldest man living at Whoi-Whoi. He build first house there; then after a while, perhaps his brother, perhaps his cousin, they come; long way back, long ago. The way they come, clams on the beach there at Whoi-Whoi." (Lumberman's Arch.)

## **MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, 30 APRIL 1936.**

### **"OLD MAN" CAPILANO. MRS. MARY CAPILANO.**

"'Old Man' Capilano had two wives, I don't know what their names were, but one had a son called Ki-ap-a-la-no, and the other Lahwa; they were half brothers. Lahwa became chief of the Squamish Indians at Homulcheson" (Capilano River) "before Chief Joe Capilano. Frank Charlie of Musqueam, his Indian name is Ayatak" (see *Early Vancouver*, Vol. 2) "is a grandson of 'Old Man' Capilano; it was Ayatak who told you about his grandfather telling him that he saw the first white man come down the Fraser River when he was a boy of about ten or fifteen.

"The 'Old Man's' son was Ki-ap-a-la-no too; his wife was half Musqueam and half Cowichan, and was the mother of Ayatak. They belong to the Musqueam Capilano family.

"The Indian way to pronounce Capilano is 'Ky-ap-lanogh.'"

(Note: this is a possible solution of the extraordinary and unsupported claim of Mrs. Mary Capilano, now living but very aged, that she is the daughter of the Indian chief who "welcomed" Capt. Vancouver in 1792.)

## **MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, 13 MAY 1936.**

### **CHIEFS, SQUAMISH.**

City Archivist: Don't you think this claim of Mrs. Mary Capilano (now about 98) to be the daughter of the chief who welcomed Capt. Vancouver in 1792, is ridiculous. Capt. Richards of the *Plumper*, at Port Moody in August 1859, mentions a Chief Ki-ap-a-la-no coming on board. How could the same man be a chief in 1792 and also in 1859?

Haatsalano: (with incredulous smile) "Well, I don't know, not born then. They make chiefs pretty young; young as sixteen" (years.) "Early days one man chief" (of) "Stamis, and all little villages up Squamish River; that's before; that's early days; they no call them chiefs, but he's bigger man; if they's staying one place, if they's got good man, why they make him head man; it's a boss, like."

City Archivist: Well, what about Eyalmo (Jericho), Whoi-Whoi, and Homulcheson (First Narrows)?

Haatsalano: "That's the same. They got man at Eyalmo, Staitwouk, Snauq, Ayulshun, Whoi-Whoi, Homulcheson, Slawn" (the Mission), "but no king; each man boss in his own family, but when they all get together—I don't know how you put it in English—but he's the best talker—not chairman, Indians have no chairman—but man who says most wise things."

## **MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, 13 JULY 1936.**

### **CAPILANO.**

"Haxten, my aunt, tell me Old Man Capilano got a Squamish wife; got a Sliamon wife, and he got a Musqueam wife; three women, one man.

"Well, Lahwa, son of Squamish woman; Tutamat, daughter of Sliamon woman, and Frank Charlie's father, son of Musqueam woman. That's all."

Note (by J.S.M.): He did not say if all three wives at one time, we were in a hurry. Frank Charlie lives at Musqueam.

## **MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO IN CITY ARCHIVES, 5 AUGUST 1936.**

### **STANLEY PARK. CHAYTHOOS. INDIANS. HASTINGS SAWMILL.**

"When my father Haytulk lived at Chaythoos" (end of pipe line road; First Narrows) "we had twenty-four cows, two horses and some pigs" (no goats and no sheep) "running in Stanley Park; Mother" (Qwy-what) "used to deliver the milk to Hastings Sawmill."

### **HALF-BREEDS. HASTINGS SAWMILL. LONGSHOREMEN.**

"Baker, and Joe, and Peter, all white men married to Indian women, were living on Deadman's Island, and worked at longshoring at the Hastings Sawmill."

### **HERRING. FLOUNDERS. FISH RAKES. DUCKS. SPEARS.**

"There were millions of herring in Coal Harbour. After the whitemans come, Indians use nails in fish rakes; before whitemans come, use hard wood—whiteman call it iron wood—make wood good and dry, it get awful hard, sharpen him, drive wood through cedar pole, make fish rake, Coal Harbour full of herring.

"One day when I little boy, with my brother, we been fish-raking in Coal harbour, got lots herring in canoe, when we go by Brockton Point, tide tip canoe, turn over, lose fish, I hang on canoe hard, we get back again, go back Coal Harbour fish rake more herring, but not so many. My mother dry them, when we get them home Chaythoos my mother dry them on sticks, hot sun, put them in sacks; keep for winter.

"Use same wood for spear. Go over North Shore, all along between" (Capilano) "River and 'the Mission'" (North Vancouver), "look down in water and spear flounder; oh, lots fish for Indian before whiteman come.

"Then ducks. Go over there" (North Shore) "other side at night, have fire of pitch sticks in canoe. I tell you about it before, duck come close, spark them same hard wood spear, not prong, but sharp spear on end pole; duck come close, little sea pigeon come close. Funny sea pigeon; they fly right into fire; dive into fire, splash all over it, make me laugh; all sorts of duck do that, too."

### **CHIEF HAATSA-LAH-NOGH. ANDREW PAUL.**

"My grandfather Haatsa-lah-nogh, my father Hay-tulk, my mother Qwy-what. My mother" (Qwy-what) "the eldest, her next sister Haxten" (Mrs. Harriet George) "mother of Lockit Joe; her next eldest sister Mrs. Chief Harry—all three sisters, but only my mother dead; there two others dead, too. Andrew Paul's wife is daughter of Lockit Joe."

### **"NAVY JACK." JOHN THOMAS.**

"Navy Jack's children were Christine" (Mrs. Christine Jack) "who is the eldest and about 69 now, and Emma" (Mrs. Emma Williams.) "They are both living at 'the Mission,' North Vancouver, now. Two boys, William and Samson, died."

## **MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, AT CITY ARCHIVES, 14 SEPTEMBER 1936.**

August came bringing with him a length of cedar bark rope which he had made especially to attach to a heavy stone, 9 lbs, 10 oz, used to steady speed and wandering of canoe when catching sturgeon in English Bay, which he recently dug up on Kitsilano Indian Reserve, and which he had presented to City Archives. He attached it, and we sat down to talk.

Major Matthews: August, listen to this. (Reading) from item published in the *Province* during exhibition week, early September, 1937, captioned "Indians' Work Draws Praise."

Joe's Priceless Coat.

Some of Chief Joe's exhibits are priceless. He refused hundreds of dollars for an old buckskin coat he wore when he interviewed King George on behalf of the Squamish Indians many years ago. The coat has been in the tribe for seven generations, and the chief says that on account of its associations \$1,000 would not induce him to sell.

August Jack: (astonished and smiling) "Seven generations? Where does he get" (emphatically) "that?" (Sits silent for a long time, thinking, and continues.) "I think he's house went afire, and then he had nothing; it's not very long since he's house went afire; not quite sure when, but before the war. The coat Capilano Joe, he's father, wore when he see King Edward" (VII) "was in a trunk, and burned in fire. I think Matthias made the one" (coat) "he's got now himself."

Major Matthews: Have you got an old coat?

August Jack: "I've got a coat; I got two coats. Old coat I get from Cariboo; buy him from cowboy that time whitemans had a potlatch" (note: some recent celebration) "in Stanley Park; the other one, the one I had my photo taken in, I made myself; it's new, almost."

Major Matthews: What about that old mask you have; where did it come from?

August Jack: "That? It's in the box. Where come from? My uncle at Musqueam had it; then my brother he had it; my uncle not like it, give it to my brother; my brother not like it, give it to me. Then I get it. Very old mask; that's swhoi-swhoi" (ceremonial mask); "may be my great-great-grandfather have it; it's a long time anyhow" (very old.)

Major Matthews: What about Matthias' mother, Mary; how old is she?

August Jack: (smiling) "Haxten" (note: the oldest Indian in North Vancouver) "says she's" (Mary) "a young woman. Haxten says Matthias' mother about eighty-nine. Haxten says she" (Haxten) "was married and going to have a baby when she" (Mary) "be a woman, that's about 16." (Note: ceremony of becoming marriageable.)

Note: in 1937 the official age of Chief Capilano Joe's widow, as recorded by Indian Department, Vancouver, is 80.

## **MEMORANDUM OF CONVERSATION WITH AUGUST JACK HAATSALANO, 6 NOVEMBER 1936.**

August Jack Haatsalano: (who lives on the Indian Reserve just east of Capilano River.)

### **FIRST NARROWS BRIDGE.**

"Three men, just three men, started this morning with axes to clear away the logs and trees on the other side" (west) "of the river; suppose it's a start on the new bridge."

J.S. Matthews.

**MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, AT CITY ARCHIVES, 23 NOVEMBER 1936.**

**“SUPPLEJACK.” HAYTULK. KE-OLTS.**

“My father, Haytulk,” said Mr. Haatsalano, “had a brother, Ke-olts, and a sister, Lucy. Ke-olts had a son, Alick; he is living at Musqueam, and my aunt Lucy, who married a half-breed, Miranda, is living at ‘the Mission,’ North Vancouver; Miranda cleared out and left my aunt.”

**DROWNING OF CHIEF LAHWA.**

“Yes, I have seen Chief Lahwa, remember him well. You see, my father and Lahwa were the same age” (contemporary); “not the same number of years old, but, you see, my father, he lived on this side” (Chaythoos in Stanley Park) “and Lahwa lived on the other side” (First Narrows at Capilano) “and they used to talk about things. I have seen Lahwa when I was young. Lahwa was a *real* Indian; got a little bit beard on chin, little mustache, and hair down over his shoulders. We used to go across Narrows, and fishing up Capilano Creek, and Lahwa used to take us up to his house and give us dinner there. I remember when he was drowned at Brockton Point; he was missing that night, and the next day they found him on the beach; in the water; dead on the beach, just inside Brockton Point.”

**NAMING OF AUGUST JACK HAATSALANO. SNAUK. KITSILANO INDIAN RESERVE.**

“I was named Haatsalano; got an old man to do it; that was forty years ago; down on the Kitsilano Reserve. The old man said to the peoples: ‘This boy going to be called Haatsalano, same as his grandfather.’ And I give the blankets. I had lots money then. I work for old Tait” (W.L. Tait, sawmill, at Third Avenue and Granville Street, afterwards Rat Portage Lumber Co. Mill), “work for him nine years, and then for Jenkins, the logger.” (Note: the Tait and Rat Portage sawmills employed many Indians from nearby reserve.)

**POTLATCH.**

“I give away about one hundred blankets. I buy them Hudson’s Bay store on Cordova Street; two dollars each; double blankets. Then besides that I pay for eighty pound sack of flour, thirty pounds tea, and I buy dishes and spoons, give them away; down at False Creek outside C.P.R. bridge, in the big long house which belonged to Jimmy Jimmy’s father, Toe-who-quam-ki.” (Note: big lodge just west of trestle bridge, almost under Burrard Bridge.)

“The christening take place in morning; last all day and part of night. The old man he act as my interpreter” (spokesman.) “He make speech. He say this boy called by whitemans’ name—August—now they going to give him his proper name, Indian name; same name his grandfather, and he put his hand on my shoulder, and I stand still, and look.

“He calls out to all the peoples inside the house to stand up; every man stand up, and the widow womans; nobody else stand up; the married womans and the young peoples they not stand up; just the men and the widow womans. Then they bust the bundle, and go around with the blankets, and give one to each man and widow womans; then give tea, and flour, after. Then, by and by, cook dinner and supper; then all go home.

“Just one day celebration. We not allowed to keep those peoples more than twenty-four hours; one day; on account sickness. You see, if they pow-wow too long, may be dance all night, may be get sick.

“I don’t remember how many peoples come, but lots. Come from Squamish, Musqueam, Nanaimo, not from Sechelt.”

**HAYTULK (SECOND.) WILLIE JACK. MARY CAPILANO.**

“And my brother Willie, he was called” (named) “too. Call him by my father’s name, Haytulk, same time, same old man as name me. I don’t think Mary Capilano more than eighty-four.”

Note: see *Early Vancouver*, Vol. 1, Mrs. J.Z. Hall narrative of hearing noise of potlatch on the Kitsilano Indian Reserve as she walked to her father’s beach, Greer’s Beach, across the C.P.R. trestle bridge.

**MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, SON OF HAYTULK, GRANDSON OF CHIEF HAATSA-LAH-NOGH, AFTER WHOM KITSILANO IS NAMED, AT CITY ARCHIVES, 17 DECEMBER 1936.**

**BROCKTON POINT. EARLY CEMETERIES. STANLEY PARK.**

City Archivist: Do you know where that graveyard over at Brockton Point was, where they bury the whitemans?

August Jack: (astonished) "Whitemans!! Whitemans—and Chinamen. Along there, they buried whitemans and Chinamen; I did see them bury one Chinaman there, after the big fire" (June 1886.)

City Archivist: Did anyone try to keep the graveyard clean and tidy?

August Jack: "No. It was along there between the gun" (nine o'clock gun) "and Brockton Point" (on shore facing east.) "There was a lot of graves—more than twenty; they were burying there all the time before they got Mountain View."

**INDIAN CEMETERIES. INDIAN BURIALS. WHOI-WHOI. LUMBERMAN'S ARCH.**

"The Indian cemetery not between Lumberman's Arch and the totem poles, but behind the totem poles; some graves there yet; they lost it; it was a fence around the Indian graves, but the fence all rotted out, and they could not find it; so they can't find it at all now; I've been looking for it myself, but can't find it; it was the peoples of Julian; he was an Indian at the North Vancouver Mission; he died about five years ago; it was his grandfather's grave and his peoples" (ancestors.) "Julian was going to move it to the Mission" (exhume the remains), "but the priest would not let him; there was more than one grave inside the fence; there were lots of Indian peoples; there was one big box; bigger than that box" (B.C. Rifle Association trunk.) "You see, the Indians gather the bones and put them in big box, put them all in; bigger box than that, sides about four inches thick." (This must be the box of bones from Deadman's Island. J.S.M.)

**DEADMAN'S ISLAND.**

City Archivist: Well, did the whitemans have two graveyards, one at Brockton Point and one on Deadman's Island?

August Jack: "Well, how that came about was, there was a fellow, a squatter, and he lived on the Island in a shack, and he must have died; and they found him, and nobody's know how long he's been dead, but they" (the whitemans) "call the place Deadman's Island. They could not get the island no name, so they just called the place Dead Man's Island because they found a dead man in the shack.

"After that they start burying on Deadman's Island and stop" (burying) "at Brockton Point. Brockton Point was the first cemetery for white peoples; after that they bury at Deadman's Island. The Indians used to have them" (bones) "all in a box on Deadman's Island, but the whitemans say, 'You better bury them' (deceased) 'in the ground,' so the Indians gather all the bones on Deadman's Island, and take them over to Whoi-Whoi" (Lumberman's Arch) "and bury them."

City Archivist: Did Professor Hill-Tout send the bones down to Ottawa?

August Jack: "I don't know. I think" (laughingly) "whitemans crazy; he takes a grave and puts it in his house, and puts an Indian in jail for catching a salmon."

**MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, AT CITY ARCHIVES, 23  
DECEMBER 1936.**

**TIM MOODY, YAHMAS INDIAN. LAST FLATHEAD INDIAN.**

August Jack: "Just called to tell you Yahmas" (Tim Moody) "is dead." (Note: see *Early Vancouver*, Vol. 2, the last surviving "flathead" Indian, i.e. whose forehead was made flat artificially by pressure, and whose bust, showing the flat forehead, was made by Charles Marega, Vancouver sculptor.)

**INDIAN HOUSES IN STANLEY PARK. WHOI-WHOI. TAYHAY.**

"No mats over entire floor; just little mats in corner where you eat; inside house just hard floor" (earth) "hard, like cement. Indians womans sweep up every morning. What with? Oh, cedar bough, anything, maybe hemlock" (bough.) (See his conversation on Indian houses.)

"All old houses rotten before Gastown was; nails in house" (whitemans' iron nails) "and peak roof."

City Archivist: (astonished) Peak roof? Iron nails?

August Jack: "Yes. You see when whitemans come, all old houses rotten. All cedar slabs" (in sides) "lie flat" (horizontal.) "They" (Indians) "take and cut lumber" (out of sides of old houses), "and cut the lumber where it's rotten, and then stand them up" (build with the cedar slabs perpendicular); "before crossways" (horizontal), "after whitemans come, sides up and down, and peak roof, and nails. They use iron nails; whitemans give them nails; all old houses rotten."

City Archivist: Well, could you make me a model of the very old houses, the old houses before the whitemans come? You never see them; you too young?

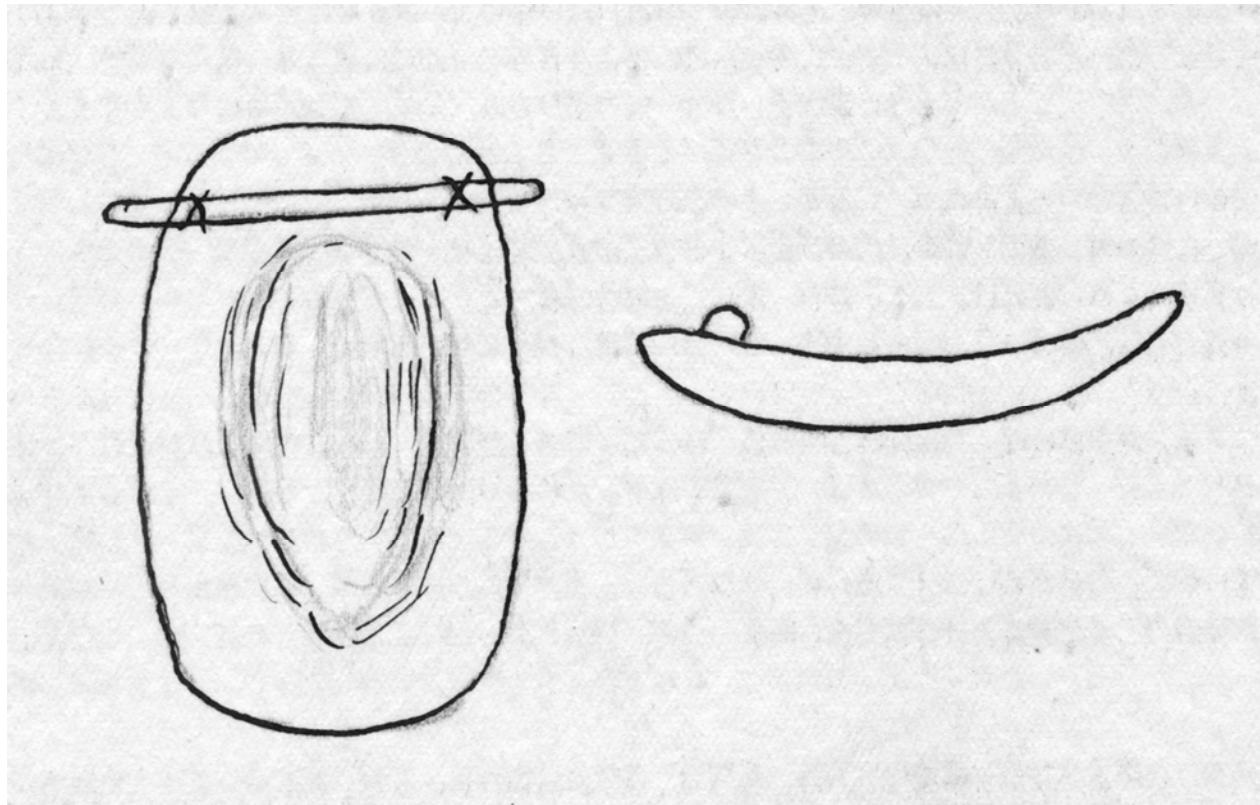
August Jack: "Yes, I make you model. All old Indian houses in Stanley Park gone before I born, but I see old ones up Squamish; them up there yet, only all rotten and sunk down."

This remarkable conversation explains the wash paintings in the Public Archives of Canada, Ottawa, which shows peak roofs, and perpendicular slab sides, paintings made by Lieut. Willis of H.M.S. *Ganges* in 1861. The Squamish hut roof was lean-to roof; afterwards, they adopted the peak roof, but they must have done so prior to 1861 when Mr. Willis made the paintings of Indian huts on what is now Kitsilano Beach.

### INDIAN TOBOGGAN, BEFORE THE "WHITEMANS" CAME.

Copy of sketch drawn in my garden by August Jack Haatsalano whilst having tea and cake this Sunday afternoon.

J.S. Matthews, 6 June 1937.



Item # EarlyVan\_v4\_006

Cedar slab, shaped with stone hammer and stone chisel; twenty-seven to thirty inches long, hollowed or scooped out to fit chest on one side, and rounded on other. (Concave-convex.) Cross bar at one end, lashed in position with cedar rope through holes in one end of slab; handle projecting both sides.

### MEMO OF OUR CONVERSATION.

Haatsalano: "No. Indians" (did) "not skate on ice like whitemans do. They slide. They slide down rivers, on slabs of cedar; my stepfather" (Jericho Charlie) "tell me. I never see them do it; no ice suppose, that's why I not see them, but I see cedar slab they do it with. They take it" (cedar slab) "in their hands, hold it in front of them, run hard, then throw themselves down on top of it, and go" (slide) "a long way down the river; river slopes down, and that makes them go a long way; they lie on it; it's same shape as man's body" (torso); "same size, without his head and arms and legs, and it's hollowed out" (to fit his chest) "in the middle; it fits him, and there's a handle bar, a cross bar, in front for his hands to hold on to; it's got two handles, and it's lashed" (with cedar rope) "to the slab. I draw it for you" (which he did, and attached his signature.)

J.S. Matthews.

**MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, IN MY GARDEN, 2083 WHYTE AVENUE, EVENING OF 7 AND 8 JULY 1937.**

**INDIAN PAINTS.**

August said: "This bit rock" (from Sunset Beach, a mile or so north of Horseshoe Bay on Howe Sound) "is tumbth" (Indian name); "it's been lying in creek where the red paint comes from, and got a coating of tumbth. Indian find tumbth in soft ground; sometimes this thick" (indicating about six inches); "up in Garibaldi Mountain it's this thick" (indicating 18 inches or two feet.) (Indian) "break off big lump; make it" (mould it) "flat like hot cake; build little fire of dry alder on ground; put flat cake of tumbth on ashes; cook him for six hours, then it be red; put something on ground to catch it; break it up in hands; it just like dust, red dust; then mix with grease and put on face.

"Blue? Blue high up in the mountains; some place it lie six inches; it's blue. Not mix with water; it's blue already; mix with grease; put finger in it; draw finger across cheek for face paint; whitemans says it's iron; that's what he says. Find the earth, the blue earth, high up in mountains; when sun shines on it, it falls off" (down); "just pick it up.

"Yellow? Make it out of tumbth, out of red earth; mix it with alder bark; boil both together; it's yellow.

"Black? Make it out of charcoal.

"White? No white."

Major Matthews: Portuguese Joe have a daughter, Mrs. Buss, she lives up Egmont. She tell me make white stain for baskets out of some kind of grass that grow on beach; boil it and boil it, then it's white stain for baskets.

August Jack: "Maybe, I don't know."

**INDIAN MEASUREMENT OF TIME.**

"Before the whitemans come, Squamish have seven days in week, too; just same whitemans. Six days Squamish go up and down; up to Squamish, down to English Bay; seventh day be Sunday; no work. One man, he priest, talk. All the peoples go into big house; priest man tell them what to do; how to do it right; they have another kind of religion them days.

"Squamish have names for every month; they tell by the moon what month it is; just same whitemans calendar; same moon same month same name each year; just like whitemans calendar; but not have year; no 1936 no 1937; forget about year; no use. Indian count one month, two month, three month, then when twelve month come, that boy's been born one year; after he's born five year ago; six year ago; that's how. Indians got no book; no pencil. Haxten remembers all about that; she's getting pretty old; 106 this year I think; she's my mother's younger sister. My mother die 27 year ago" (1910); "she's eighty then.

"Squamish keeps time with little stick; each day break off little piece wood of stick; put little bit in box; maybe break off bigger bit of stick for month, and put in little box. Old mans do that, that's the way they keep how many days it is."

Major Matthews: Who breaks the little bits?

August Jack: "Everybodies that wants to know how many days it is."

**SEALS. SEA OTTER. SEALS, COOKING MEAT.**

"No sea otter in English Bay, nor Howe Sound; just seal, lots seal. Squamish go seal hunting in canoe. Seal sleeping on surface, just under surface" (indicating seal heaving and falling with the swell); "sneak up spear him. Or, maybe, at night, dark night, seal sleeping on K'Pul" (rocks in Howe Sound east of Bowen Island) "lots seal sleeping there; sneak up in canoe, quiet no noise, very quiet; seal sleeping on rocks; speak him. Then cook him, little fire, slow, not big fire.

"Cook on two little logs on ground, about ten inches diameter; lay logs side each other, about twelve inches apart on ground; built little fire of pitch sticks between logs; lay seal across logs to his middle over



fire; cook him slowly; just burn the hair off. When middle's done, catch him by tail or feet, turn him over, two or three times; when he's cooked in middle, cook ends, move him, pull him across logs so he's head over fire; catch him by tail and pull him. Tail's last part cooked."

#### **OOLICHAN OIL.**

Major Matthews: August, you like oolichan oil, I don't. Too much smell.

August Jack: "Yes, I like it. Some not smell much. When it's two weeks old, it's mild; one month it's strong; two months very strong. It's good medicine. When I up fishing that time my trousers thirty-five inches" (waist measurement.) "I take one spoonful oolichan oil every morning; by and bye thirty-eight inches; trousers too tight; make you fat. If youse got worms inside you, makes you fat. I weigh 200 lbs then."

#### **SQUAMISH INDIANS.**

Major Matthews: How tall are you?

August Jack: "Six feet, just six feet. My father" (Supplejack) "six feet two; my mother five feet ten. My father Squamish; my mother Cowichan. Squamish Indians all big men before whitemans come. Lillooet Indians medium; about five feet eight. Chilcotin Indians very big man; tall, slim; Alert Bay Indians short, fat, big around middle; sit down all the time."

#### **INDIANS WIVES OF WHITEMEN.**

Major Matthews: August. What whitemans about Burrard Inlet marry Indian women?

August Jack: "Well, there's lots. Peter Smith and Mr. Coe" (?) "at Paapeeak" (Brockton Point.) "Peter Smith got Indian wife and four children, and Mr. Coe he's got Indian wife, and three children. And, Baker at the nine o'clock gun, he's got Indian woman and five children, and John Beatty he lived on False Creek reserve" (near Burrard bridge) "he had two children, and Burns, the logger at Jericho, he had two children" (girls) "and Tompkins Brew, the policeman at Brockton Point, and Joe Mannion, and Navvy Jack, and Gassy Jack, and Portuguese Joe, they all had Indian wives and children, and Cummings, in Stanley Park, he's got three half-breeds and there was as man at Belcarra, I don't know much about him, I just hear, and Newman, at Deep Cove, North Arm, he's got Indian wife and three boys and two girls, and Chinha, whiteman at Deep Cove, North Arm, he's woman got two girls, and Perkins at Moodyville mill, he's got four girls, and Cockles" (?) "Mr. Cockles, at Moodyville mill, he's got half-breed boy and girl. And Mr. Rivers, at Moodyville, clerk in the store, he's got one living, and Capt. Ettershank, he had Indian wife, and got Billy Ettershank, and Peter Plant in Stanley Park, he had two girls and two boys, and Garopee at Eburne, he's got one boy and two girls. No, Garopee's woman not half-breed; she pure Musqueam."

(Note: most men mentioned are now, 1937, dead. J.S.M.)

#### **TIM MOODY.**

"Tim Moody, priest call him Tim Moody, he died last year." (See Obituary Book, and *Early Vancouver*.) "Priest call him Tim Moody when they start Mission at North Vancouver; long time after whitemans come Burrard Inlet; before priest call him Tim Moody they call him Yahmas."

#### **TREASURE ON KITSILANO INDIAN RESERVE.**

Note: August Jack Haatsalano is living in a tent on Kitsilano Indian Reserve, and smiles and says he is digging for "treasure." It appears that when he was young and strong he earned good money in logging camps, gave it to his mother who lived in their little house about 100 yards east of Ogden Street at Cypress—about 100 yards into the Reserve and close to the old beach. She told him she had buried it just west of the house, and he is digging trying to find it, but so far without success. (See his file and *Sun* newspaper about June 15<sup>th</sup>, or near that date.)

**MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, IN MY GARDEN, WHERE WE SAT TOGETHER THIS BEAUTIFUL COOL SUMMER EVENING, DRINKING TEA AND EATING CAKE, 14 JULY 1937.**

**INDIAN CHURCHES. METHODIST CHURCH. HOMULCHESON. CHIEF CAPILANO JOE.**

Mr. Haatsalano: "That little church at Homulcheson" (Capilano Creek) "was pulled down; oh, long time ago; Capilano Joe build it for himself, for his peoples at Capilano; he was working on the reserve getting out logs; he got the lumber from the Hastings Sawmill; it was not of logs; it was sort of private church for he's own peoples."

Major Matthews: What about the church at North Vancouver, at Ustlawn; the church with one steeple before they got the church with two steeples they have now; which was first, the one at Ustlawn, or the one at Capilano?

Haatsalano: "The one at 'Stlawn. The church at 'Stlawn was built by all the peoples; everybodies give money. The church at Capilano was built by Capilano Joe himself."

Major Matthews: Well, which was the first church on Burrard Inlet?

**KING GEORGE MANS CHURCH**

Haatsalano: "The first church was the one the Indians called 'King George mans church' over at Gastown; put up by the Methodists; the Indians built it; the Methodist priest was there. No other church first; no church north shore; only after, when the Catholic priest come; North Vancouver church built before my time."

Major Matthews: Well, Catholic priest here long time before?

Haatsalano: "The Methodist priest started first, to get the Indians to go to church, to go to the Gastown church."

Major Matthews: I thought the Catholic claim they were the first to get the Indians to go to church?

Haatsalano: "They were—in Westminster, but not here. All Catholics" (Indians) "in Westminster."

**METHODIST CHURCH. HASTINGS SAWMILL.**

Major Matthews: Why did the Indians go to 'Stlawn? No Indians at 'Stlawn before; all Indians at Whoi-Whoi, Snauq, Homulcheson, and up Steets-sah-mah. (Lumberman's Arch, False Creek, Capilano, and Seymour Creek.) Why did they go to live North Vancouver?

Haatsalano: "Hastings Sawmill. Everybodies what was working at the Hastings Sawmill go to the little Indian church at Gastown on Sunday. Thomas Randle, no, not half-breed, pure Indian, he interpret for minister. Then the Catholic priest come. They want to build a church on Hastings Sawmill property, but the Hastings Sawmill peoples say, 'No, you cannot build here; you must go your own place.' So the people go across the inlet, and there was two old peoples making canoes there. They ask the two old peoples if they could come over there, and the old peoples say, 'All right,' and then they build the church with one steeple."

Note: the refusal of the Hastings Sawmill management to have anyone on their property was their customary attitude; they were very jealous in that respect; they feared squatters, the establishment of rights, and would not tolerate occupancy for scarcely a single day. Of course, St. James Church was built on their property, but Mr. Raymur was a moving spirit in that church and it was called after his name, James.

**INDIAN SLAVES.**

I explained at considerable length, the system of barons and serfs under the feudal system in England, and how the universal suffrage was ultimately extended to male and female, and then continued.

Major Matthews: What about slaves?

Haatsalano: "No slaves; Squamish don't have slaves; they don't capture in another country; maybe take a little girl" (indicating three feet high) "or maybe a little boy about ten years, but they don't take a man or a womans."

Major Matthews: What's all this talk about there being a little king or chief, and nobles, and commons, and slaves, before the whitemans come? Professor Hill-Tout he write all about it, in a book.

Haatsalano: (irritated) "Oh, that's long ago, maybe two hundred, maybe three hundred years ago. They" (Indians) "don't have slaves in this country."

Major Matthews: Well, haven't you heard of it?

Haatsalano: "Yes. I've heard of it, but you picked them out when they were little kids" (young children.)

Major Matthews: Did your mother (Jericho Charlie's wife) tell you about slaves? She tell you a lot.

Haatsalano: (visibly annoyed) "No. You don't tell childrens that; you keep that to yourself; it's not right to tell the childrens."

Major Matthews: Why?

Haatsalano: "Slave boy, you say to him, you go here, you go get that, you go get this for you; while you sits down; that's not right; you ashamed. You not tell your childrens where you get that boy or girl. Some mans he with you when you get him; he knows where you get him; you knows all about it, but you don't tell your childrens."

Major Matthews: I don't understand clearly.

Haatsalano: "Well, maybe your children say" (taunt) "something to the slave boy. Then someday the slave boy grow up and tell his friends. That's bad. Never tell your childrens. They might insult him."

Major Matthews: You mean the slave boy remembers, and by and by tell his friends some time when they come to visit you that he's been insulted, that he's been called slave, and they seek vengeance, and find out about it, and start a disturbance. Somebody start a fight, somebody get hurt, maybe somebody get killed and that start a war?

Haatsalano: "May start a war, yes. Never tell the childrens whose boy it is if a slave; that's same whiteman's kidnap."

#### **INDIAN PRONUNCIATION.**

Major Matthews: August. I can always understand you when you talk; you say things clear, but some whitemans write down Indians words so that no one, not even whitemans, can read them or say them. Andy Paul (Qoitchetahl) just the same. You say "Sait-up-sum." I can say that, but Andy Paul says must be "Tsait-up-sum," all the time Ts and Ts, and lots other hard words for whitemans, too. Is it all necessary? I can echo the words you say; why cannot I do it with other Indians, and what whitemans write about Indian words?

Haatsalano: "May be something wrong with his tongue. It's not necessary." (But August Jack has often told me that whitemen cannot echo the sounds of Indians' words in every case. What I think he means is that there is a tendency among white writers to exaggerate the spelling, and to increase the difficulty rather than reduce it.)



Item # EarlyVan\_v4\_007

## **MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, IN MY GARDEN, EVENING, 21 JULY 1937.**

### **INDIAN SLAVES.**

We do not resume our previous conversation on this subject; the time was inopportune, but upon reflecting upon what my friend said the other evening, it is evident that much which has been written about Indian slaves—as in other matters—has been exaggerated and “coloured.” It is obvious, for instance, that a Yuclataw slave in the possession of the Squamish would be a source of irritation to the Yuclataws; might form an excuse for a reprisal raid on the Squamish, and, regardless of what whitemen have written of the desire of Indians to fight one another, the fact is they feared those raids, and desired peace, no less than we do. Capt. Vancouver reports that when, in 1792, he passed through our First Narrows, he saw no signs of habitations, yet actually there were two large villages close at hand; one at Homulcheson (Capilano) and the other at Whoi-Whoi (Lumberman’s Arch, Stanley Park). The explanation most likely is that, following their usual customs, these two villages were slightly back from the beaches, and hidden from the sight of passersby, for one authority, Chief Matthias Joe, states positively that until the whitemen guaranteed safety, Indian villages were concealed thus in the trees, to hide them from the sight of possible foe. JSM.

### **SKUNK COVE.**

Major Matthews: August. Did you ever get the Indian name for Skunk Cove?

Haatsalano: “Noooo. I ask everybody; don’t know; must be some name; the only one I can now ask is Haxten, or perhaps Jimmy Jimmy may know. If they don’t know then no more use trying.”

(Note: this is in connection with the map “Indian Villages and Landmarks, Burrard Inlet and Howe Sound,” recently compiled after six years’ endeavour. Through disuse, the Indians have forgotten the old names; one by one we recovered many, but Skunk Cove seems to have been completely forgotten.)

### **INDIAN PAINTINGS.**

Note: Haatsalano came this evening with three coloured drawings, done by himself; one on brownish paper or cardboard depicting an Indian in yellow jacket and feather headdress; one on an old piece of packing case cardboard depicting, in red and yellow paint, three Indians wearing masks; and one of a half-length naked brown Indian with feather headdress and clenched fist on white paper. It is an extraordinary fact that Haatsalano could not write even his own signature until I taught him four years ago, nor can he read, nor has he ever previously made drawings, yet this week he successfully attempted and effected these quite creditable drawings in his little tent on the Kitsilano Indian Reserve on False Creek, where he is digging for his buried “treasure.”

### **INDIAN DANCES. INDIAN MASKS.**

Major Matthews: What’s this? (Holding up second picture.)

Haatsalano: “These two big fellows are swwhy-whee” (masks) (a form of Whoi-Whoi, i.e. “masks,” the village) “and the little fellow is Quain-nia, the funny man. They are dancing; every time there is a death, or a marriage, or a first born, they can have a dance. The funny man is tickling the swwhy-whee, teasing him, tickling his nose with a brush; makes peoples laugh.

“Those” (stems with red and yellow flowers in headdress) “are bushy feathers off geese; the red” (plumes) “are little sticks with feathers tied to them; hand made, home made; they are like whitemans feather duster.”

Major Matthews: Why have two swwhy-whee and only one quain-nia?

Haatsalano: “Oh, just looks better; if there’s only one swwhy-whee, not look so good, but one quain-nia is enough; no others can use that mask; that mask belongs to one man; it’s he’s mask; nobody else use it.”

- Major Matthews: Patented, eh? Well, why did you put big eagle feathers on their heads? Squamish not have hats with eagle feathers like prairie Indians; only prairie Indians have feathers before (whiteman come).
- Haatsalano: "That's right. Only prairie Indian have them before, but that's my hat." (Note: by which he means that he has adopted that form of headdress; he is the first to use it; he may have copied it from pictures of prairie Indians but he is the first to use it, and therefore, according to Indian ethics, it is his personal property; that is, the design, whatever it may be. Henceforth that form of headdress belongs to Haatsalano; see his photo.)
- Major Matthews: What's this? (Indicating brown skinned naked Indian, half-length, with clenched fist and feather headdress painted in colour on white paper.)
- Haatsalano: "Oh, just an Indian, only he's angry, he's mad, he's got clenched fist, he's looking up, he's lips are firm, he's going to do something, he's determined."
- Major Matthews: What about all this long hair. I thought Indians cut their hair at the shoulders; why so long, down to his middle?
- Haatsalano: "That's an old-timer. All the old-timers have long hair; some braid it, some ties it up like this man ties his, but all old-timers have hair down to he's middle." (See Lieut. Willis famous painting at Ottawa of 1861 of part of Kitsilano Beach which shows an Indian with his hair halfway down his back, in the foreground.) "Only old-timers have long hair."
- Major Matthews: Why is he naked?
- Haatsalano: "Squamish got no coat; only little shorts around his middle; just like whitemans bathing trunks, made of buckskin, about twelve inches around his middle, like little short pants; buckskin. That's only thing he wears; he's not cold; summer or winter go naked."
- Major Matthews: Why not cold?
- Haatsalano: "Not when he's in house by fire; when he goes out he wears cape over his shoulders."
- Major Matthews: Bare feet in house?
- Haatsalano: "No, moccasin; he's got lots moccasin; lots time make them in winter."
- Major Matthews: August. You can't read or write. How did you draw these pictures? You never draw before this week. (He is about 60 years old.)
- Haatsalano: "Yes. I draw him. I just sit down. Some peoples have models to draw from; some peoples have picture to look at, but I just draw from memory. I give little totem pole to boy; he give me paints. I just sit down in my tent and draw what you've got; only it get dark and I have to stop; maybe by and by I draw better."

Note: a remarkable fact that this Indian who has never had a day's schooling in his life, can sit down, and with rude tools on a rough table, draw these pictures of Indian life from memory. He must have great natural ability, and be a born artist. And yet some people call Indians "Siwash." (French, i.e. sauvage, English, i.e. savage.)

#### **INDIAN MASKS.**

- Haatsalano: "I's only one got it, mask, in all Squamish peoples I's only one. I's got only old time mask; my great-grandfather's."
- Major Matthews: How did you get it? Did you say your great-grandfather?
- Haatsalano: "My mother keep it when my father" (Hay-tulk) "died, and my brother" (Willie Jack), "he's Haytulk, too, he not like it, so he waits until I grow up, and then he gives it to me" (Haatsalano.) "I's the only one in Squamish" (tribe) "whose got one. My father"

(Haytulk) "got it from my grandfather, and he got it from he's father Haatsalanogh, and he got it from he's father, old Haatsalanogh."

(Note: it will be recalled that Haytulk's two sons, known by the English names of Willie Jack and August Jack, were ceremoniously bestowed at a potlatch given under the Burrard Street bridge—the old village of Snaug—with the names of Hay-tulk and Haatsalano, being the names of their father and grandfather.)

## **MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, IN MY GARDEN, 14 AUGUST 1937.**

### **INDIAN CUSTOMS. INDIAN FOOD. STURGEON.**

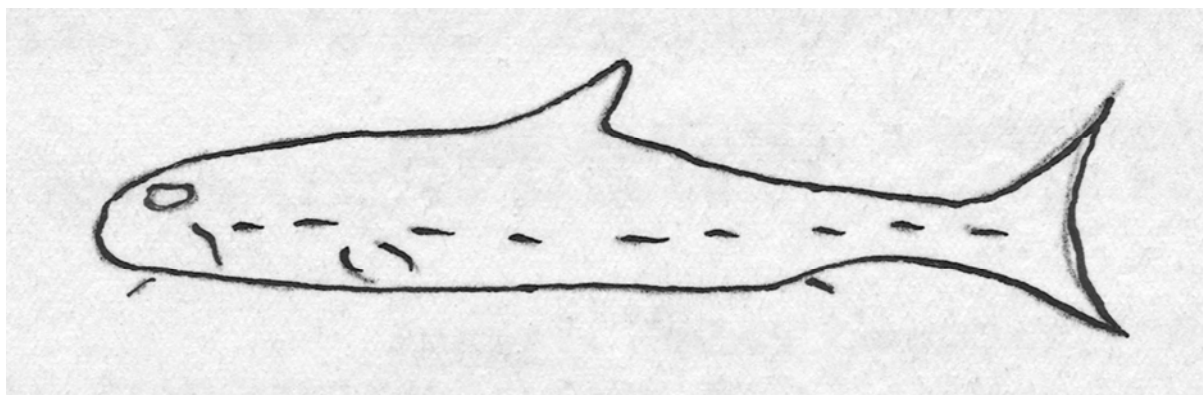
August arrived dangling an angular stone, six and one half inches at its widest part, and weighing three pounds net, by a wire which had been passed through a tapered hole, about one and one half inches wide at the mouths on either side, and narrowed down to a central half inch, two and one half inches through stone from side to side of hole, which had been bored by some primitive instrument; the angular edges of stone being rounded, and the stone itself showing minute specks which sparkled.

Major Matthews: Where did you get that?

August: "I dig it up. I get another bigger one, bring it next time; got hole in it, too. Not sure what it is, but I think its hold canoe when they catches sturgeon out Spanish Banks or up head False Creek. I dig it out of ground when digging for my treasure; not find my treasure yet, but find this, about two feet down" (in earth); "two of them, together, right where Chinalset's" (Jericho Charlie's) "house was" (approximately 100 yards east into the Indian Reserve from the corner of Ogden Avenue and Chestnut Street) "—down deep, about two feet; I find two; bring you big one next time."

Major Matthews: What for?

August: "I think use it when they catches sturgeon. Squamish have big hook on end of long pole; big bone hook with barb on it, and they's go out after sturgeon, when the tide is out, and hook him; then sturgeon, he's big fish, maybe ten feet, he pull hard; wriggle, wriggle in the water, go swift; canoe goes too fast, may be waves, may be wind; Indian hold on hard, and if they's got nothing canoe not go straight; goes this way, goes that way, all about, so the man in the stern drops this stone; hold back stern of canoe."



Item # EarlyVan\_v4\_008



Item # EarlyVan\_v4\_009

Major Matthews: For anchor?

August: "No, so's canoe not go so swift. Makes canoe go straight. Then, by and by, he's" (sturgeon) "get tired; they take him to beach; he's too heavy, so's they tip canoe on beach, slip him in, tip canoe back again, and they's take him home."

Major Matthews: How do they know where the sturgeon is? They cannot see him on the bottom?

August: (shaking head) "There must been awful lots sturgeon one time; up end False Creek, out Spanish Banks, all over. They can't see him on bottom; they just feel with pole with hook on it; bone hook, big one; they just feel around with pole when the tide is out. Front man in canoe have pole with hook; man in stern with paddle; poke around with pole. Sturgeon's kind of rough inside, they can feel when pole touches him; then jerk hook quick, maybe hook him in front, maybe middle, maybe tail.

"There's a cedar rope on the hook; man in stern pull rope tight. Hook comes off pole" (note: he means that the tremendous weight, perhaps 800 pounds, of the struggling fish, would pull the bone hook off the pole); "take pole in canoe, but hold on hard to rope; hold hard on to sturgeon, keep rope tight, hang on, pull pole in canoe; hook not come out if hold on hard; throw rope with stone over stern, it pull behind; rope is cedar bark rope."

Major Matthews: Well, what happens then? When he gets tired, take him beach, tip canoe, slide him in, tip canoe back; he's in canoe. What next?

August: "Take him home. Pull canoe up on beach, dump sturgeon, clean him, slice him; not very thick" (note: with stone knife) "'bout one inch; hang slice up to dry; maybe hang in house to dry; maybe good day hang him outside."

Major Matthews: Doesn't it get smell?

August: (amused and smiling) "Dry, oh dry quick, dry good two days; then put slice in house; smoke him, dry by fire; that's food for winter."

Major Matthews: (laughing) Then put in (wooden) trough (filled with water), put in hot stone; supper's ready.

August: (also laughing) "Supper's ready; no bread, just sturgeon; good eat."

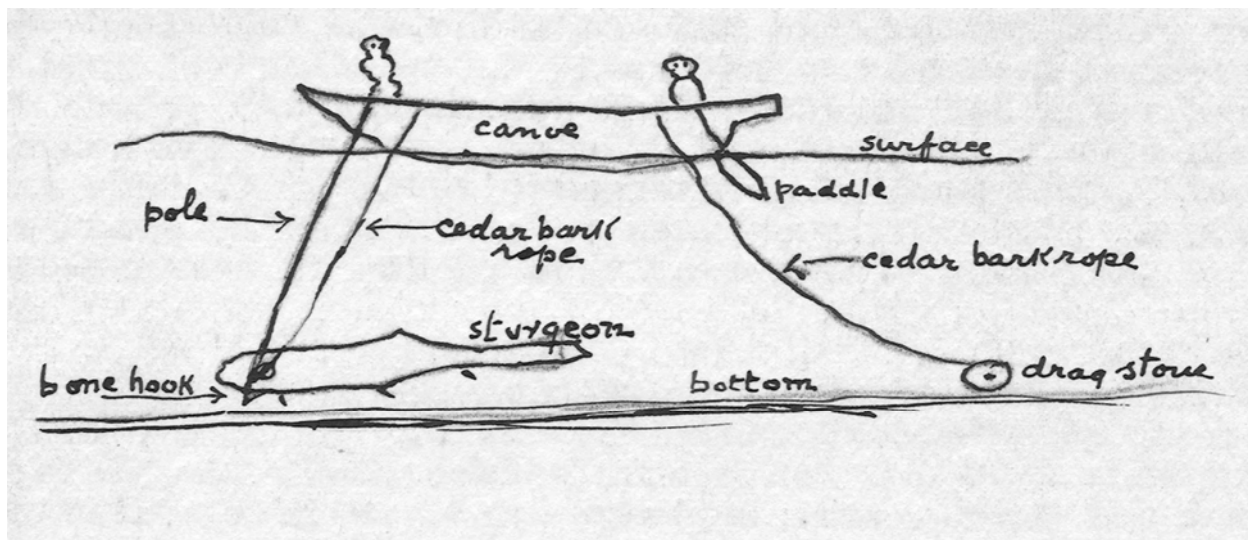
Major Matthews: What about pudding?

August: (chuckling) "No pudding."

Major Matthews: (consolingly) Well, maybe they didn't have oranges, and lemonade, or ice cream, but that sort of food produced some pretty good men and women.

August: "Good health; no sick. Look at Haxten; she's 106 years old, and got front teeth; same teeth" (as when she was a girl.) "Don't drink tea when she was young; everything roast, fire roast, maybe sometimes boil. I bring you big stone next time."





Item # EarlyVan\_v4\_010

# **MEMO OF CONVERSATION WITH AUGUST JACK HAATSALANO, IN MY GARDEN, 23 AUGUST 1937.**

(He is still camping on the Kitsilano Indian Reserve.)

Mr. Haatsalano brought another stone, much larger than the last, of sandstone; probably originally from Sim-sah-mulls (Bayswater Street beach), or perhaps from near Siwash Rock; pierced by some primitive abrasive stone tool, with a good sized hole in the centre large enough to pass a half-inch rope through. The stone is 7½ inches by 7½ inches by 4 inches, and weighs nine pounds, ten ounces. It was dug up on the Kitsilano Indian Reserve by Haatsalano, about one foot beneath the surface, and about one hundred yards east of the corner of Chestnut and Ogden streets, on the site of the old house of Chinalset (Jericho Charlie) and To-who-quam-ki.

## **STURGEON.**

Mr. Haatsalano: "Here's that other stone I promised you." (See conversation, 14 August.)

Major Matthews: Do you suppose it was anchor for canoe?

August Jack: "Nooo. It would not be sharp in front if it was."

## **INDIAN DRESS. INDIAN HAIR.**

Haatsalano: (handing over three more crude drawings on writing paper, made with coloured crayons such as school children use) "Indians heads" (laughingly.) "These green feathers all right in he's hair; may be not coloured right" (not correct hue), "I's got no good paints, but they's" (Indians) "take white feather and dye them so they's" (feathers) "same as grass; then put them in their hair."

"Indians not cut their hair short long time ago; long time ago let it grow down to he's middle; only since whitemans come cut it short." (Note: by short he does not mean as whitemen cut their hair, but cut off about the nape of the neck, which is very long for whitemen.) "Chinalset and Tom-who-quam-kee cut hair short, but not before that" (Indians did not); "before that Indians wear it long, down to he's breasts. They's braid it. Mans wear it in front; womans hang it down back. Mans have one braid on each side; it hang down in front; he ties ends together so's it not go over" (his head), "just like I draw you here."

### **CHIEF HAATSALANO.**

Major Matthews: What's that yarn about Chief Haatsalahnogh coming up from Point Roberts, or about Haatsalahnogh being a very ancient historic title first at Point Roberts; woman break the moral code; they all leave her and come to Snauq?

August Jack: "No, that's not it. Chief Haatsalahnogh not come from Point Roberts; he come from Lillooet; anyways he's father did; 'old' Haatsalahnogh, my great-grandfather.

"My mother Why-wat, she tell me. My great-grandfather Haatsalahnogh he come down Squamish from Lillooet, and he sit eight days, all the time, nothing to eat, in the door, without eating."

### **INDIAN CUSTOMS. INDIAN MARRIAGE.**

August Jack: "He sit eight days without eating; maybe he go away for a few minutes, but he come back again and sit down; sit in the doorway, just inside.

"He's got lots goat skins; they's expensive, hard to get; shoot with bow and arrow, but he's got fifty all together; he get them up in the mountains; take long time to get them; shoot with bow and arrow; take long time to get fifty skins; he bring them to house with him when he sits in the door. He wants to marry the girl in the house."

Major Matthews: How did he know about the girl? He must have met her before?

August Jack: "No. He just hear the news, he just heard about girl; he hears the news; the girl is good, and her peoples rich, got lots of everything; got canoes, got blankets, old fashioned stuff" (note: meaning unlike the modern idea of wealth.) "He never see her before. He just leave Lillooet and come down Squamish.

"At the end of the eight days, her father says, 'Put them together.' So her father goes out and gets a man to put them together" (marry) "so's my great-grandfather's going to marry that Squamish girl, and then he stays at Squamish about a year, and then there's a baby, and that's my grandfather Haatsa-lah-nogh."

### **CHIEF KHAHTSAHLANO.**

August Jack: "Then 'old' Haatsalanogh he's not old then; he's go back to Lillooet again to show them he's wife and boy, and then he comes back to Squamish, and stays, and he's boy grow and grow and grow, and that's Chief Haatsalahnogh, my grandfather, and then he come to Chaythoos, and his brother Chip-Kay-m go to Snauq."

Major Matthews: Did you say "old" Haatsalahnogh from Lillooet sit outside for eight days without anything to eat?

August Jack: "Not sit outside; inside door, inside doorway; nothing to eat for eight days. You see they got big name in Squamish" (proud family name.) "They's" (the girl's family) "punish him; they find out what sort of a man he is. Lots of man he sit four days, then he's go away, he's give up, he go away, he not come back; he not want girl very much.

"When he" ("old" Haatsa-lah-nogh) "was leaving Lillooet, he's father tell him, 'If you not man enough to sit eight days, you *never* get a wife.' So he's" ("old" Haatsah-lah-nogh) "come to Squamish from Lillooet, and sit down eight days."

Major Matthews: Did you say the girl's father got a man to put them together?

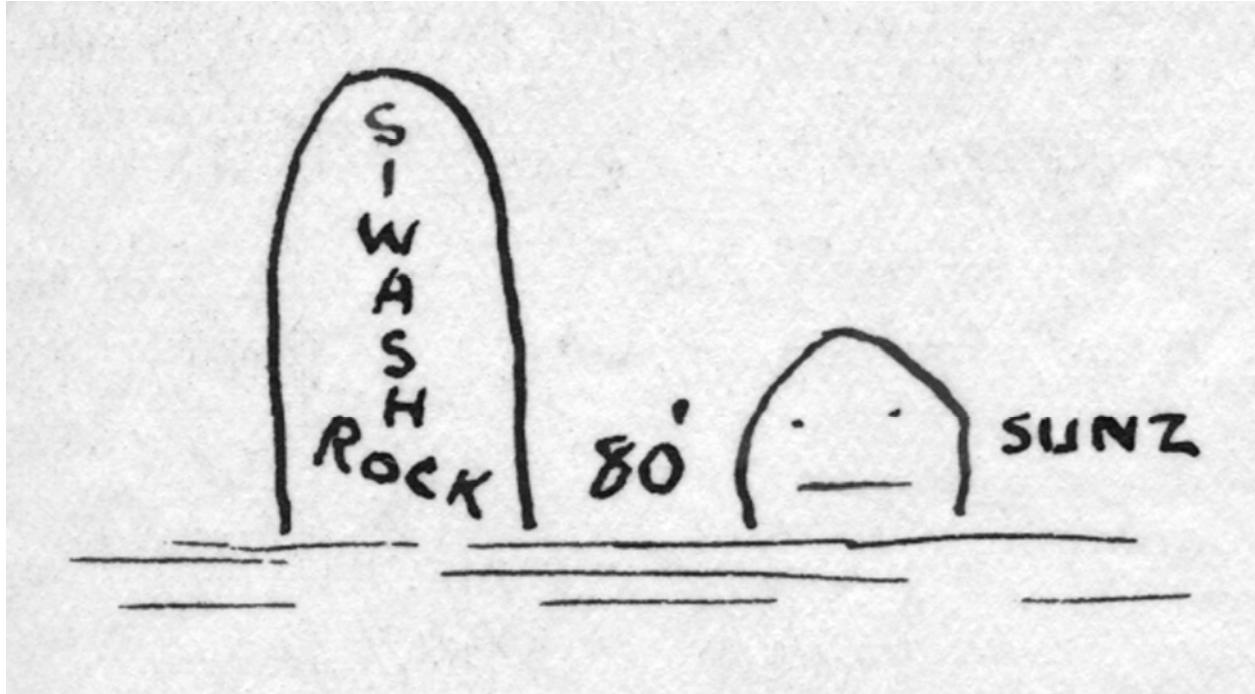
August Jack: "Yes, they have to. The girl's father cannot do it. You see, they's got a big name in Squamish; they cannot take the man's word; they's got to have witness. That's Indian style."

### SIWASH ROCK.

Major Matthews: Where did you say Siwash Rock's second wife was; just by him; how far away?

August Jack: "Just this side" (southeast from Siwash Rock) "about eighty feet from Siwash Rock; perhaps more, this way" (towards Kitsilano Beach.) "It's a rock, sharp shape on top, peak, high at top, like a womans got peak hat; it's got mouth and eyes, looks like a woman."

Note: Siwash Rock's other wife, Sunz, is below Prospect Point, near lighthouse.



Item # EarlyVan\_v4\_011

It is my old Indian friend, Haatsalano, who neither reads nor writes, speaking:

"Me!" (astonished) "Stone age man? May be, too." (Long pause, then smiling.) "You're 'relief age' man.

"Long time ago, Indian boy's father just" (as) "anxious he's boy have good education as white boy's father like he's boy go university, but he's got no pencil; nobodies know how to write. So he's *tell* him.

"When he's go out in canoe fishing young Indian paddle, old Indian fish; canoe not go fast, canoe go slow past places; lots time talk about things, tell what happened there as canoe go by. Old Indian fish and talk; young Indian paddle and listen; old Indian make young Indian say it back so's he get it right; then old Indian tell him again; that's way teach him about Squamish. Some boy no good; he not listen. Good boy he listen; by 'em by he grow up, be wise man; he know lots. Indian" (who) "knows most 'bout history most educated; he's best man; peoples ask him 'bout things; maybe make him chief."

J.S. Matthews  
6 October 1937.

**GENEALOGY  
OF  
THE SQUAMISH INDIAN FAMILY OF KHAHTSAHLANO  
FROM WHICH NAME  
“KITSILANO” IS DERIVED.**

Khahtsahlanogh of Lillooet

“Old” Khahtsahlanogh of Took-tah-kah-mic

Chief Khahtsahlanogh of Chaythoos

Khay-tulk (Supplejack) of Chaythoos

August Jack Khahtsahlano, born, Snauq

**MEMO OF CONVERSATION WITH AUGUST JACK KHAHTSAHLANO, WHO CALLED AT THE CITY ARCHIVES, 11 JULY 1938, AFTER AN INTERVAL OF SEVEN MONTHS SINCE HIS LAST VISIT.**

**THE NAME KITSILANO. CHIEF KHAHTSAHLANO.**

Major Matthews: (to August Jack) Gracious, where have you been all this time?

A.J. Khahtsahlano: “Been in St. Paul’s Hospital, thirty-nine days; stomach sick; six times X-ray; didn’t tell me what’s matter; better now; no pain; no meat, just vegetables; not very strong; feel weak.”

Major Matthews: What about that declaration we made that you want to change your name from August Jack to August Jack Khahtsahlano? You got paper we made?

A.J. Khahtsahlano: “No. I take it Squamish; not bring it back yet, but I talk to Chief and he says it’s got a ‘K’; he says it’s Khahtsalano, not Haatsalano, so we better change it.”

Major Matthews: You sign this paper now; it’s a copy; it won’t be official, but it will do to remember by; if it’s official, you’ve got to make swear.

A.J. Khahtsahlano: “All right.” (Signs in presence of Miss Margaret Giles, who witnessed his signature, name “August Jack Khahtsahlano,” after the words had been written for him to copy.)

**INDIAN CUSTOMS AND GAMES. TCK-QUALLA. LACROSSE.**

Major Matthews: Come over here to the glass case. See that black stone ball? It’s four inches through, twelve and a half inches ‘round it; weighs three pounds, six and a half ounces. (Presented C.R. Brusberg, see Acquisition Book, page 10.) Whitemans tell me he dig it out of ground near corner of Cedar Street and Fourth Avenue when he’s making road; long time ago; give it to me. What’s it for?

A.J. Khahtsahlano: “Well. If it’s Indian it’s Tck-kwal-lah; just like lacrosse, only they uses their hands; no stick, no net; that’s where lacrosse comes from” (originated.) “Eastern Indians use stick; Squamish use hand. Say ‘Tchuck’ fast, ‘kwal’ slow; Tchuck-kwal-la, Tck-qualla.”

Major Matthews: How did they play the game?

A.J. Khahtsahlano: “I never see it played; not enough young men my time. But my father” (Hay-tulk or “Supplejack”), “he’s tell me about it; my father tell me if man’s a good runner he always gets to the goal.

“Your partner throws it to you. No, they don’t play on beach; play between houses, in front houses, any place what’s good where they can play; any place

where there good clear grounds in front of houses. They've got little base, like lacrosse; only two poles, no net, 'bout five feet apart; 'bout six feet high poles; they's got goalkeeper. You got" (stone) "ball, just like football, only you use your hands; you get round stone, you throw it to you partner; about six men on each side; six men make team for chuck-qualla; your partner run, you run too; man in goal try stop it. You can run through with it in your hand, or, maybe, throw it with your hand. Goalkeeper try stop you, try catch stone; he's got to take it from you. Good runner get in goal.

"You see, there's different places all the way up Squamish river from Stamish; Stamish is below Squamish; and those fellows up river come down to Stamish to play; long way up; ups far Yukits" (Yook-witz), "and they place against each other, and find out what's the strongest team; just same whitemans."

Major Matthews: Well, it's heavy; it's stone; maybe it hit you, maybe hurt you?

A.J. Khahtsahlano: (laughing) "Oh, take chance."

Major Matthews: Where did they get black stone to make it? No black stone here. (Black pebbles are in profusion on Sechelt seashore.)

A.J. Khahtsahlano: "I don't know; up mountains, I s'pose."

Major Matthews: Well, how did they make it so smooth and round and polished?

A.J. Khahtsahlano: (impatient at such ignorance) "Well. They can chip it, can't they? Make it smooth with another stone, can't they? So's not to hurt his hand when he catch it; so's it roll. Same's they do other stones when they make things."

Major Matthews: Well, how did whitemans come to find it at corner Fourth Avenue and Cedar Street in the ground?

A.J. Khahtsahlano: "Maybe they had a good place to play there; maybe they lose it down old root, or hole in ground; maybe just leave it there 'til next game."

(Note: all the area to the west and north was originally swamp; all to the south, hillside; the old Indian village of Snauq lay due north, a short distance from Cedar and Fourth, where it was found. In early days of white settlement, there were still traces of what appeared to have been a clear space in the woods at that point; a little creek ran through it, and there was a small pond surrounded by solid ground; it may have been an Indian "playground." J.S.M.)

Major Matthews: I show that (stone) ball to Dr. Raley, and he tells me Indians have game with ball, same size about, but soft; cedar bark, rolled tight, covered with skin, and a little tail about eighteen inches long fastened fast, and they (Indians) pick it up with stick—by the tail—and throw it with stick. But he says ball's soft.

A.J. Khahtsahlano: "That's 'nother game; that's not Tck-qualla; that's light ball with tail on it; I forget the name; whitemans plays that game; they's calls it 'Nobby'; two little bits of sticks with little bit of string between; pick it up with stick, throw it.

"Tck-qualla's different; like lacrosse, only no sticks, no net in goal; just throw it with hands. That" (stone) "ball's heavy; they make it heavy so's they can play. My father tells me if man's good runner he always get to the goal."

## **FURTHER CONVERSATION WITH AUGUST JACK KHAHTSAHLANO, 4 AUGUST 1938.**

### **GASTOWN, 1884. GEORGE BLACK, BUTCHER. JERICHO. JERICHO CHARLIE. TOM CYRS. SUNNYSIDE FLOAT.**

August Jack Khatsahlano: "First I remember Gastown only four houses; just two saloons, one butcher shop, one Chinaman's laundry; may be more; I forget, long time ago; and a few shacks along beach by Cambie Street. Tom Cyrs have one saloon, south side Water Street; China laundry south side too

"Jericho Charlie, my stepfather, he take big canoe, go down Hastings Mill store. Load up. Maybe ten sacks oats, ten sacks barley, five bales hay, groceries; put all in canoe, then paddle up to Gastown; steer, in here between logs and floats, in between Sunnyside float and Joe Mannion's float; push canoe under George Black's butcher shop, and they's open trap door in floor and lower meat into canoe. Sail and paddle canoe down to Jericho and Point Grey logging camps; no float at Jericho; just run nose of canoe up on sand, and Jericho Charlie pack oats, one sack at a time, up to camp; camp just by beach. Big canoe, big load, two tons.

"Sunnyside float just two logs; may be float four feet wide; may be five feet; about two hundred feet out in water, foot Carrall Street."

### **METHODIST PARSONAGE. ANDREWS. "CHUCKLE."**

"I think that's boathouse" (photo of Gastown from water, 1884) "way over here. There's whitemans live in little shacks along there" (foot Cambie Street.) "There Andrews live in little shack there, and 'Chuckle' he's got hole in his throat, and when he talks he goes, 'chuckle, chuckle,' and we call him 'Chuckle.'"

### **SPARS.**

"These logs" (same photo which shows a few logs beside Sunnyside float) "may be spars. They square them on the beach, low tide. Put them on beach, high tide; chop them square" (octagonal) "with axe; float off high tide."

### **BLUEBERRIES. BLACKBERRIES.**

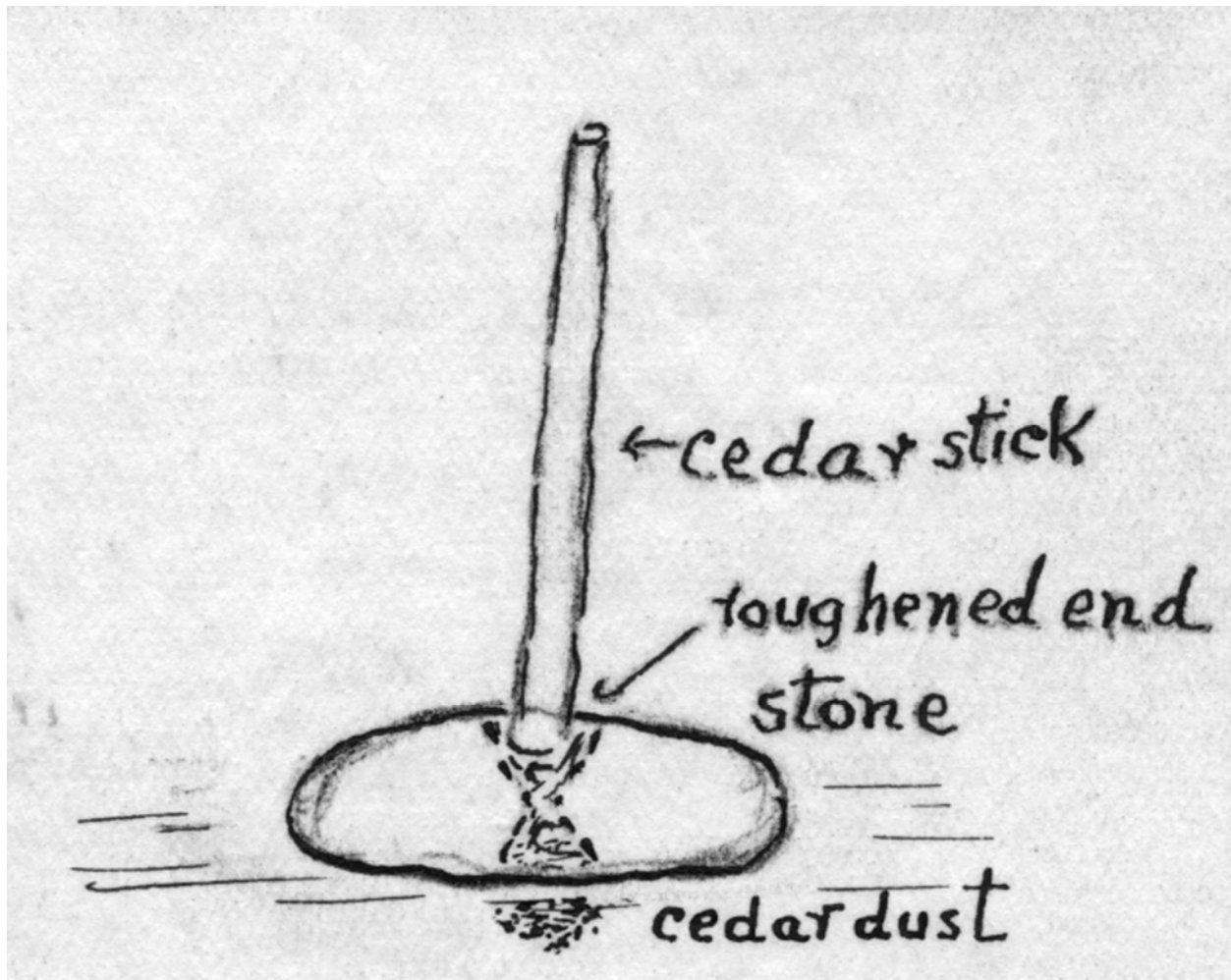
"I been pick blueberries and blackberries, but they's low; six cent pound blackberries, ten cents blueberries; my wife" (Swanamia) "go out Point Grey sell them. Indians boys break in our house and steal twenty baskets, and my hat what's in that picture there on wall; I got two more, though; not so good, though. Catch boys up Kamloops, bring back; priest says they's not to go to jail; they's get lash every Saturday."

## **MEMO OF CONVERSATION WITH AUGUST JACK KHAHTSAHLANO, WHO CAME TO THE CITY ARCHIVES, AND SHARED MY LUNCH WITH ME, 22 AUGUST 1938.**

His wife is up at Sumas picking hops.

### **INDIAN IMPLEMENTS. ALDERMAN J.W. CORNETT. MAKING FIRE.**

August said: "This stone" (a round flat stone fell out of the bank at the summer residence of Alderman J.W. Cornett, lot 9, Hogan's Alley, Maple Beach, Boundary Bay [American side], August 1938, size 4½" x 4½" x 1½", with tapered 1½" hole on both sides, hollowed down to centre hole of 5/16" diameter; edges darkened with charcoal.) "This stone is for making fire. The ways they's do is, they get little stick, and twirl it in hole; roll it between hands, it gets hot; the cedar grinds, and the cedar dust glows; it's hard work, but it makes the fire all right. Then, under the little hole" (in the middle) "they's have a little pile of cedar bark dust, and little bits red hot dust from the cedar stick drop through the hole on the little pile, and you get fire. You can see the charcoal burn. When the smoke comes, they's lift the stone, and blow on the little pile."



Item # EarlyVan\_v4\_012

Major Matthews: How long the stick?

August: "Oh, 'bout so long, 'bout eighteen inches, and 'bout one inch, maybe little more thick; dry cedar stick; it 'bout fill the hole; they cuts a little notch in the stick so's make it rough; end of stick big enough to fill the hole. See this dark part in this little hole. I think that's where the fire been, maybe. After the whiteman come, they get flints."

Major Matthews: How did they carry fire away from where they made it?

August: "Well, they have a little thing like a tent, just a few inches high, but long, only no ends to it, and they put it on bow of canoes, and they put enough cedar dust under it, and the fires in it, and when the canoe go along the wind blow through the tent, and keep the fire smouldering; that's how."

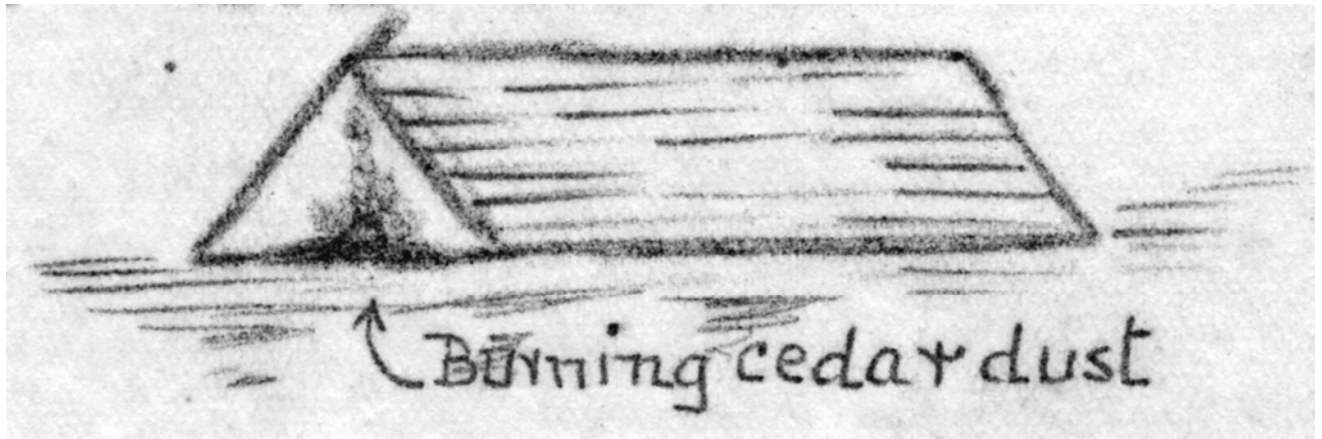
Major Matthews: What about the wood, the cedar?

August: "They get it out of the water, cedar trees what's been in the water long time, and they's put big pieces up in the house, high up, inside house in the rafters, and it get dry, very dry; cedar what's been in water is best."

Major Matthews: Why don't they get cedar out of the woods?

August: "Well. Cedar what's in the trees not so good. The sun gets at it, and it gets hot and cold; it's got life; it don't work so good as what's been wet. Cedar what's been under

water, the water soaks into it, and it works better, when it's dry again; it get very dry up in roof inside house; there's fire inside house."



Item # EarlyVan\_v4\_013

**SUPPLEJACK. HAY-TULK. INDIAN DRESS.**

Major Matthews: Did Supplejack, your father, wear long hair?

August: "Long hair, black, down to his shoulders. And a little bit mustache, and whiskers on his chin. Great big man; bigger than me. He's good man. You say whitemans say he's bad man. Some whitemans may, perhaps, but he's a good man; knows how to look after himself. He has two horses and twelve cows and six pigs. George Black have horse, race horse. He always racing he's horse against Supplejack's. No. Supplejack not ride his own horse; somebody else; Supplejack too big. Indian not bury him inside that deadhouse—in a canoe—at Prospect Point if he's not good man."

**HAXTEN.**

August: "I go in to see Haxten this morning when I come over. She say, 'I's getting old; can't sleep night, only day.' I say, 'What's matter? Not enough blankets. You get cold?' She say, 'No. I'm warm, but I can't sleep.' She tell me her great-great-grandfather tell her about it before; when you get old, you can't sleep in the night time; you can lie down, only not sleep; just sleep in the day time; that's way you can tell when you're getting old."

**INDIAN TRADITION. MOUNT BAKER. MOUNT GARIBALDI. MOUNT SAKUS (SIC). GROUSE MOUNTAIN.**

(After a long desultory discussion on the purpose of life and the life hereafter. August is very devout Roman Catholic.)

August: "That's what the Indians say; only one man be God, but don't know who he is; never see him. Do you think this ground" (Vancouver) "under water one time?"

Major Matthews: No doubt about it.

August: "Wise Indian man say that too. One time the water rise up; Squamish river get higher and higher; rain, rain, rain, big drops, not little drops, but big drops, bigger than your hands put together, and they's keep falling, falling, and the water rise up, and up, until it cover Grouse Mountain and all the little mountains; all except three beaks, Mount Baker, Mount Garibaldi, and Mount Sakus—way up the Squamish river. And the men in the canoe rise up and up, and as they steer through the cedar trees, one breaks off branches, and the other twists it, and they made it into a big cedar rope, about four inches thick, and tied it 'round top of the mountain."

Major Matthews: What did they tie?

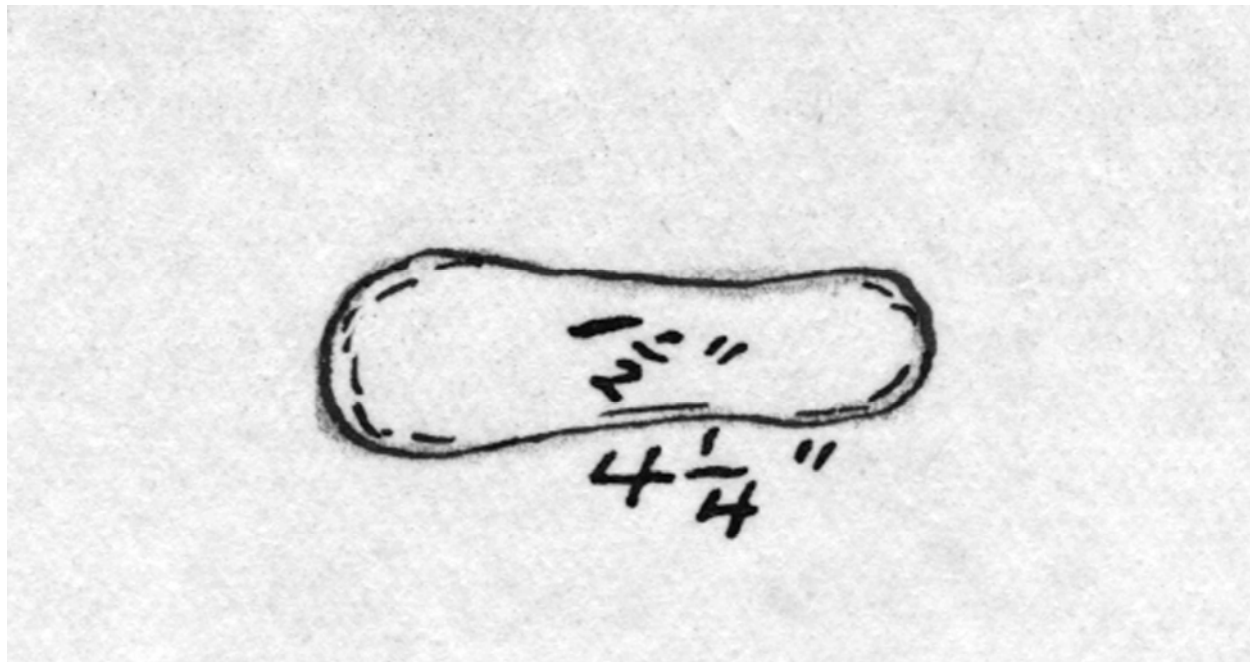


**CANOES.**

August: "Tied the canoe to the mountain; put the rope around the top of the mountain, and tied the canoe to it, all 'round top of mountain so's make canoe fast."

**INDIAN HAMMERS.**

(Presenting me with a little hammer, four inches long by two inches at widest part.)



Item # EarlyVan\_v4\_014

Major Matthews: Where'd you get this little hammer?

August: "Up Squamish; that's tetshes, little tetshes" (hammers); "those over in the glass case are big tetshes. Big tetshes" (hammers) "for making canoe; little tetshes for making little things. White carpenter got little hammer, little chisel; got big hammer, big chisel; Indian carpenter just same!"

**MEMORANDUM OF CONVERSATION AT CITY ARCHIVES, 26 AUGUST 1938, WITH AUGUST JACK KHAHT-SAH-LA-NO, BORN AT SNAUQ (UNDER BURRARD STREET BRIDGE), FALSE CREEK.****THE NAME KITSILANO. KHAHT-SAH-LA-NO.**

August said, "I bring you that paper back, to change my name. I see all the chiefs. One time they tell me there was no K, now they tell me there K. I see all the chiefs, Gus Band, Louis Miranda, and two or three more, and they's talk about it, and they say it's go to be 'Khaht-sah-la-no,' same as on this paper.

Major Matthews: Have you made up your mind that you want to change it? I don't like you have name August Jack, just because somebody, long ago, call your father "Supplejack"; didn't they have a big potlatch down Snaug, and very old man, Tom, put his hand on your head, and say, "This boy's got an English name, August. Now, we will give him an Indian name, after his grandfather Khahtsahlanogh," and then they give out blankets and tea and lots to eat?

August Jack Khahtsahlano: "Yes, that's right. When you're ready. I sign paper."

(Miss Giles typed the document, to conform with the changes made since, and Major Matthews and August went down, and the document was formally signed, "August Jack Khahtsahlano" by August, and

witnessed and sealed by John Burling Roberts, barrister and notary public, the impress of his seal, put in triplicate. Major Matthews promised to have one copy framed for August to take home. JSM.)

#### **KHAY-TULK. HAY-TULK. SUPPLEJACK.**

The same committee of chiefs decided that the name Khay-tulk, known as "Supplejack," father of August Khahtsahlano, should be "Khay-tulk," and not Hay-tulk, as formerly.

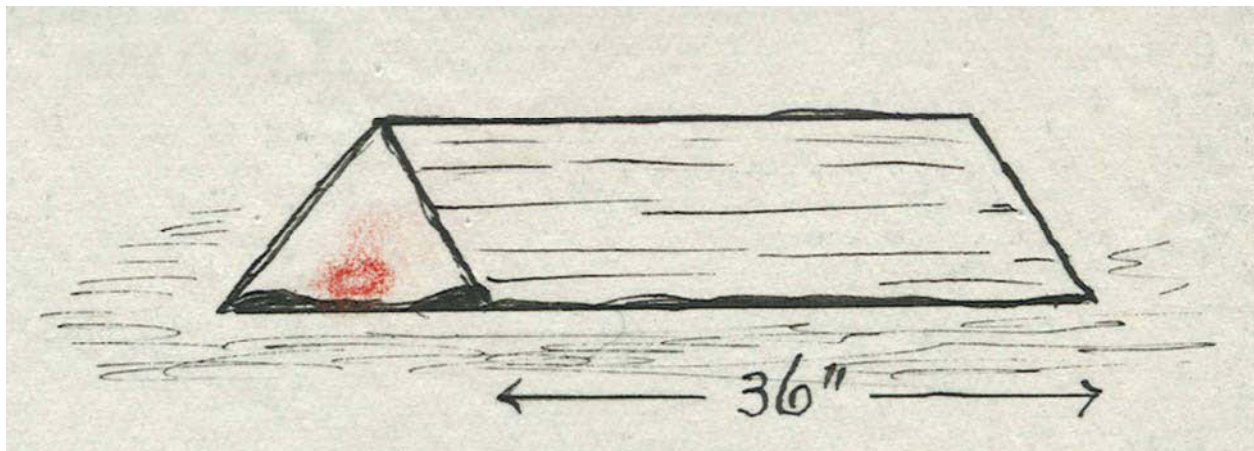
#### **MAKING FIRE. CANOES.**

August continued: "You see, as I tell you before, when making fire with this stone, your hands slip down the stick, that's when you keep the pressure on. So's got to lift your hands up to top of stick again, do it quick; stick don't come up, just hands. But you get quick at it, jumping up your hands so's not to stop.

"But some Indians not use stone; some Indians used bit of cedar board instead of stone. They say stone not so good as board. I don't know how they find out; maybe from Pemberton Indians, maybe Sechelt Indians, maybe find out themselves. But, ways they do is make little hole in board, and twirl stick in hole; they say make fire quicker, not so much work. Not use stone after; only some peoples.

"The cedar board come out of water same as the stick; the cedar old, and black colour; stick black colour too. Been in water; that's what make it black, and it's got good and dry in house; cedar board make fire quicker than stone. Some peoples still use stone, though. Just like whitemans: some use lighter to light his pipe, some use matches; just 'fancy' which kind you use. Nowadays, we stuff the stove full of newspaper and strike match." (He laughs.)

"When they take fire in canoe they have little tunnel, like, of wood. Three pieces of wood, few inches wide, and about three feet long. Fasten them together, flat on bottom, and two on top like peak of tent; put mud on bottom to stop wood burn, and block up one end so's not burn cedar dust so fast. Then put fire in little tunnel, and put in cedar dust and bark. Get bark like you make cedar rope of, dry, very dry; rub it in your hands to break it up, roll it like a ball, make it small, then stuff it in little tunnel, and when you get in canoe, put little tunnel anywhere in canoe, but lift up corner of kliskis" (cover of woven matting) "and that lets the wind blow under the kliskis, and it blow on the burning cedar bits. Then because one end of tunnel is blocked up, it not burn so fast, but keep burning all the time. They take it in the canoe, wherever they go, keep on stuffing more in little tunnel, and when they's get to camp, fires ready; save lots of work with fire stick; don't have to work to make fire."



Item # EarlyVan\_v4\_015

### **CHIP-KAY-M (CHIEF GEORGE.) BEAR. LITTLE MOUNTAIN. GUNS, FLINT.**

"You see up Little Mountain there, up Cambie Street. That's when the bear got Chip-kay-m. Chip-kay-m hunting bear, and shoot, but he's slow reloading; he's only got muzzle loading flint gun. Big bear comes at him, and claw all down the left side of his face, and tear his breast; hurt him very bad; but Chip-kay-m got better again.

"That's where it was, right there, by Cambie Street just below Little Mountain."

### **MEMO OF CONVERSATION WITH AUGUST JACK KHAHTSAHLANO, AT CITY ARCHIVES, 21 SEPTEMBER 1938.**

#### **INDIAN IMPLEMENTS.**

August came carrying a long, concave, wooden platter, 18¼ inches long, 6¾ inches wide, which he had hollowed out of cedar, to illustrate the sort of table dishes used by the Indians before the whitemans came.

August said: "I make this for you, to show what the Indians put their food on. This one man" (individual) "plate." (holding it before him) "Have some fish; have some potatoes?"

Major Matthews: (surprised) Potatoes!! Not before whitemans came?

August: "Oh, yes. Indian potatoes, fresh water potatoes; get them out of North Arm, Fraser River. This little plate; just one man help himself. They's make great big ones, too," (extending arms) "for the family; about three feet long, and wide, too. Make them out of spruce and maple."

Major Matthews: Make them with stone chisel and stone hammer as good as this one.

August: "Just as good."

Major Matthews: (showing him small sharp agate-like stone, 2½" x 1½", shaped like an Indian axe; tiny thing, picked up by Mr. Harry E. Kent on his summer cottage property, Lot 6, Block 24, D.L. 543, near Dollarton, 1933) What for?

August: "Don't know exactly. Maybe small axe head, but seems too small for axe. I think it's a woman's; just about the size woman's fingers would want to chop up roots before cooking them. Womans hold it in fingers, press down with palm, sharp edge cut roots up in little bits so put in for cooking; like chopping knife white womans have. But it's dull. It's been in ground so long, edge got blunt." (Must have been very sharp when it was sharp, for it is quite sharp now.)

#### **CHINALSET. "JERICHO CHARLIE." INDIAN CUSTOMS. INDIAN RELIGION.**

August: (following desultory conversation on the inhumanity and selfishness of man) "Old Chinalset" (Jericho Charlie), "he kind; he call me son, but I'm only stepson. He tells me, 'old peoples, go help them; when they's cannot make it, go help them'; these peoples not pay, but the man above" (pointing to sky), "Chinalset tell me, he pay—someday."

#### **GIBSON'S LANDING. SCJUNK. ROBERTS CREEK. STAWK-KI-YAH.**

August: "Scjunk, that's Gibson's Landing; Stawk-ki-yah, that's Roberts Creek; that beyond Squamish must not go; beyond Stawk-ki-yah is Sechelt.

"Scjunk is a little creek about 300-400 yards west of Gibson's Landing; Stawk-ki-yah is a long way, about three miles to Roberts Creek. There's a creek come down at Stawk-ki-yah; Indians camp there all the time; but north of that is Sechelt country."

(Note: in *Early Vancouver*, Vol. 3, I have recorded Scjunk as a rock; there must be some error somewhere; a creek is more likely.)

August: (continuing) "These two Indians" (wood models) "just Scjunk. Scjunk was a" (legendary) "man."

"It was after the flood. Oh, that's a long time ago. I tell you about the flood the other day; about all the mountains covered with water excepting three highest."

"Well, this man Scjunk, he dance, dance, dance, dance all the time. Of course, he's got his mask on and everything, but he takes it off at night, and in the morning he puts it on again, and start dancing again."

Major Matthews: What did he want to dance for?

#### **RAVENS.**

August: "Well, that's the way he was made. But he's so old. He's got a friend in the ravens. The ravens he's friend, tell him the news; if there's anything new coming, the ravens fly and tell him. The flood is gone; all this is long after the flood."

"The man is Scjunk; same these little white models; they're in he's dress."

#### **NARVAEZ'S MAP, 1791. ELIZA'S MAP, 1791. GREAT NORTHERN CANNERY. STUCKALE. HORSESHOE BAY. CHA-HAI.**

Major Matthews: August. What do you think of this map? What does this Punta de Bodega mean here? Where's that? (Studies it.)

August: "May be the Spanish was travelling at night, at night after they left Boundary Bay. Long summer evening, early morning, June, may be they travel, not see very good. Maybe these houses" (square dots on map) "be at Horseshoe Bay, and Great Northern Cannery."

"There was always a big place" (Indian settlement) "at Cha-hai" (Horseshoe Bay); "I never seen them, but they tell me" (split cedar) "houses there one time. Indian from big village at Who-nuck" (Squamish) "go down there to troll and fish."

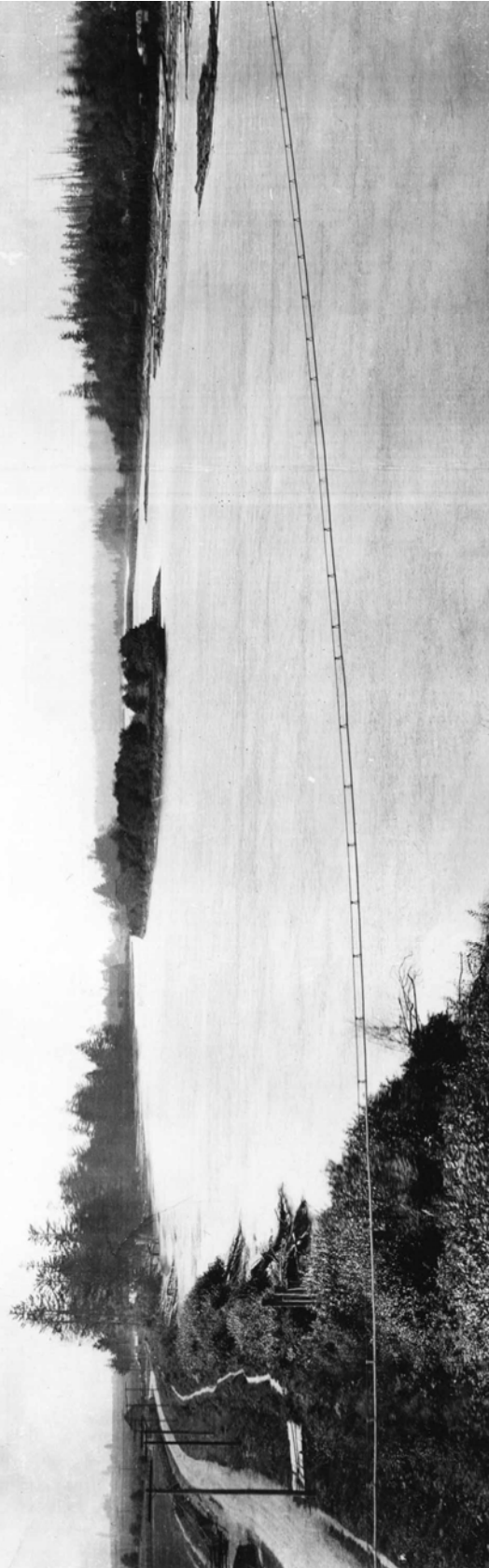
"Then there was cedar shake houses at Stuckale" (Great Northern Cannery.) "There's a creek there, and the salmon goes up it, and that's where the Indians goes to live. They had cedar shake houses at Cha-hai and Stuckale."

"I think those Spanish scared" (frightened) "to go in First Narrows. They's just got sail. May be go in with row boat, but not with schooner; that's why they not make map. Perhaps they travelling at night time, and not see opening at Prospect Point."



NORTH ARM, FRASER RIVER, 1911, from Eburne bridge. Narvaez, Spanish explorer, 1791, probably ascended thus far in small boat, and returned down middle arm, invisible on left, to his anchored schooner "Santa Saturnina". Fraser, British explorer, 1808, descended in a canoe to Musqueam Indian village, in distance beyond Richmond Id. This photo partially illustrates what both saw. On Richmond, or Horseshoe Id., stood Todd's Horseshoe brand salmon cannery (concealed behind bushes), and drew its fresh water by pipe under river from Garripie's Pond on north bank. River water was tidal. The distant clump of trees in on D.L. 317, farm of Samuel McCleery, first settler in Vancouver, 1862, and now Marine Drive Golf links. On right is George Garripie's, now Marpole, D.L. 118, and at foot of Granville St. Cedar, hemlock, spruce, alder, yew, crabapple, willow, elderberry, and cottonwood grew in large and small clumps of varying widths all over Lulu and Sea Island; in the peat bogs there was bull pine, blueberry, cranberry, reeds, cat-tails and tall grasses. On Sea Island a large patch of spruce timber, half a mile long, on the south side, and a smaller one on the north side--last remains shown herein on left bank of river--together with a great profusion of wild roses festooning trees to great height, obscured the vision of explorers passing beneath in boat or canoe at water level.

Photo by Dodge, Sydney, N.S., 1911.  
City Archives, JSM



Item # EarlyVan\_v4\_017

*[photo annotation:]*

NORTH ARM, FRASER RIVER, 1911, from Eburne bridge. Narvaez, Spanish explorer, 1791, probably ascended thus far in small boat, and returned down middle arm, invisible on left, to his anchored schooner "Santa Saturnina." Fraser, British explorer, 1808, descended in a canoe to Musqueam Indian village, in distance beyond Richmond Id. This photo partially illustrates what both saw. On Richmond, or Horseshoe Id. stood Todd's Horseshoe brand salmon cannery (concealed behind bushes), and drew its fresh water by pipe under river from Garripie's Pond on north bank. River water was tidal. The distant clump of trees is on D.L. 317, farm of Samuel McCleery, first settler in Vancouver, 1862, and now Marine Drive Golf links. On right is George Garripie's, now Marpole, D.L. 318, and at foot of Granville St.

Cedar, hemlock, spruce, alder, yew, crabapple, willow, elderberry, and cottonwood grew in large and small clumps of varying widths all over Lulu and Sea Island; in the peat bogs there was bull pine, blueberry, cranberry, reeds, cat-tails and tall grasses. On Sea Island a large patch of spruce timber, half a mile long, on the south side, and smaller one on the north side—last remains shown herein on left bank of river—together with a great profusion of wild roses festooning trees to great height, obscured the vision of explorers passing beneath in boat or canoe at water level.

Photo by Dodge, Sydney, N.S. 1911.

City Archives. JSM.

## **MEMO OF CONVERSATION WITH AUGUST JACK KHAHTSAHLANO AT CITY ARCHIVES, 13 OCTOBER 1938.**

### **INDIAN IMPLEMENTS. INDIAN BURIAL. ARROWHEADS.**

August came carrying two black stone arrowheads, one large, one smaller.

August said: "I get these arrowheads up at Yookwitz; there's lots of them there, but they's all broken; only these two good; they lying on ground in old graveyard; the graves were sitting on a rock, but the burial boxes all broken and fall to pieces, arrowheads lying around. Indian bury their dead sitting up in boxes, put box high up on rock, leave them there, just sitting same as when they's alive. But whitemans say got to bury them, so get all the bones, and put them in big box, sides six inches thick, and put them in ground, not deep, only about two or three feet down. I cleaned these two arrowheads with an old file; they's all covered with dirt; they's been with dead men. That's why they got file marks on them.

"In the box we bury the bones of Chinalset."

Major Matthews: Why is this one big, this one little?

August: "Big one for big animal, bear, deer; little one for little animal, perhaps squirrel."

### **CHINALSET (JERICHO CHARLIE'S FATHER.) GRIZZLE BEAR.**

"Old Chinalset was not my stepfather, but my stepfather's father—my stepfather, Jericho Charlie, have same name as his father. The old man a great hunter. He shoot the grizzle bear. Everybodies from Stamish, Mamquam, all those fellows go try kill grizzle bear, but could not do it. Cheakamus people, they try, lots people try, but Chinalset, he kill him, Haxten tell me. He shoot him with bow and arrow, with stone point like this; go right through bear and out other side."

### **INDIAN GRAVES. BOW AND ARROWS.**

"So, when we put Chinalset's bones in ground we all go up; that's about 47 year ago; we all young men then. I was there. So was Jimmy Jimmy, very old man now, and Jimmy Jimmy's father, and his uncle, and Isaac Joe, and Chief Andrews, and my brother Willie Jack, and old Bill" (i.e. Old William of Hastings Sawmill.) "My stepfather Chinalset" ("Jericho Charlie") "was the headman. They's—the whitemans—was



going to build a bridge, and we have to move the boxes, and the boxes they all falling to pieces. The bodies set up high, sitting in boxes just like he's alive, and we found old Chinalset's bow, great big bow about four feet long, and thick as your wrist; Chinalset very strong man; that's why he use such a strong bow, and there was a big string on it, made of thick sinew out of leg of some animal, but it was rotten. Chinalset must have been very strong."

### INDIAN GRAVES.

"Then we found a tube, and they said there was a map in it. They say the people at New Westminster give it to Chinalset. They tube was about two inches diameter, and four feet long, and was black—it's so old—but we could not tell if it was galvanised iron, or brass, because it was black. But we did not open it because the old peoples say it might have some disease, and maybe that's right too; it was in the burial box. So when we bury the bones, and the bow, and lots of things we found, in the box, and put it in the ground, we stand the tube up in one corner of the box so's water not get in the tube. The box is big, and the tube is standing on end in corner of box; it's there yet. I know where it is.

"Old Chinalset is a great hunter, all his things buried in his box with him. So we buried Chinalset again in a cedar box about six inches thick—about two feet down—on top of a mountain, and put all his things in with him."

### BOW AND ARROWS.

Major Matthew: What wood did they use for the arrow shaft?

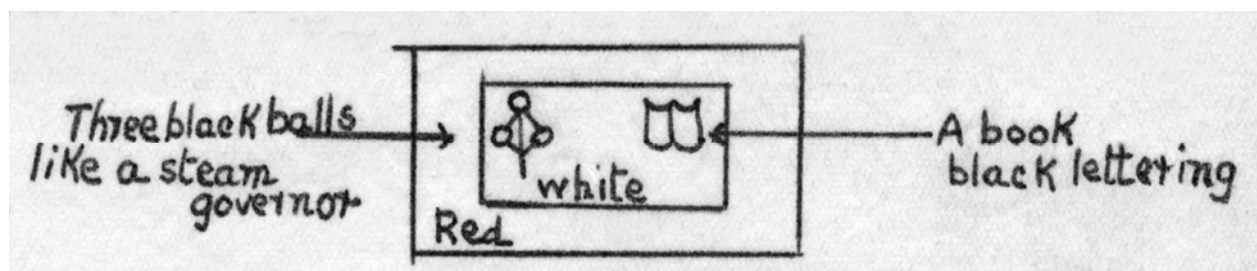
August: "Cedar."

Major Matthews: Wouldn't it split?

August: "If it split, throw it away; make another; but not split. Shoot. When shoot, stone part" (arrowhead) "go through" (flesh); "wood part" (shaft) "come back, but stone part" (arrowhead) "go through just same bullet go through."

### THE SQUAMISH FLAGS.

"Old Chinalset got the map in Westminster; they must have given it him. That's where they get the flags from, the Squamish flag; all the chiefs got a flag. It was the first priest who came who gave the flags to the chiefs. I's got mine yet; some others have theirs; some have not. Mine has passed from old Khahtsahlano, my grandfather, then to my father, Khaytulk, then to my auntie, Kamai—my father's sister—then I got it, and I've kept it. All the flags were alike."



Item # EarlyVan\_v4\_018



**MEMORANDUM OF CONVERSATION WITH AUGUST JACK KHAHTSAHLANO, WHO CALLED AT CITY ARCHIVES, 31 OCTOBER 1938.**

**CANNON SHOT. WARSHIPS ON ENGLISH BAY. JERICO.**

- August said: (following conversation on necessity of putting "things down" on paper; he is a born historian) "I tell my children. I say, 'You educated; you can read; you can write; if you sit down beside me, I tell you how the Squamish lived,' but you think they will do it? Noooo." (disgustedly) "They more interested in trapping; make two or three dollars."
- Major Matthews: Did you ever see the warships doing any shooting on English Bay? Come over here, and look at these big cannon shot; we find one at Brockton Point, this other on hillside over Jericho.
- August: "The warships used to anchor off Jericho Beach, and used to shoot across to West Vancouver."
- Major Matthews: What sort of ships?
- August: "Old fashioned men-o-war; we called them men-o-war. Sails, and steam, painted black; big ship; big white smoke when gun go off. They shoot up in the trees in West Vancouver; I don't know where the shells land.
- "Then, sometimes, they shoot out towards Texada Island, away out into the gulf, and the shells would strike the water with a big splash, and then the shells would keep on going, splash, splash, splash, until finally they went down."
- Major Matthews: Did they go straight?
- August: "Sometimes, sometimes in straight line; sometimes they go crooked, curve off to one side, but keep on splashing, bounding over the water; two or three splashes before they go down."

**CANDLES. JERICO BEACH.**

"We used to go out on the warships, and 'bum' candles. The fellow would give us short thick candles, very thick, very short. The candles had been used; they could not give us new ones, but when we were going ashore, they would give us a big bundle of them in a sack as we went ashore, and then at night time, we would put them all along the tops of logs at Jericho Beach and light them, and they looked pretty in the dark, all along the tops of the long logs lying right on the sandy beach."

**CHINALSET. "JERICO CHARLIE." INDIAN HOUSES. POTLATCH.**

"Jericho Charlie had a potlatch house there before, and the gunboat pulled it down, and put all the cedar shakes—big, thick, long shakes—on the gunboat, and took it to England. The potlatch house was west of Jerry's Cove, not far, because there was trees, but they cut them down; it was east of air station.

"It was a great potlatch house; it was about seven hundred feet long, as long as from the City Hall to Ash Street, and about ten feet high inside along the walls, and about eighteen feet to the ridge; it had ridge; suppose Squamish copied whitemans, and make ridge. There was five men owned it. Chinalset was the head man, and Towhoqwamkee, Quinahten, Chip-Kay-m, and Charlton; it was built all in one room, but each man had his section, and he's got his mark to show where his section is. Part of it fell down, but the rest was good, and you could camp in it. We were there when the warships did their shooting.

"Then, in addition, Chinalset had a cottage on the end of the sand spit at Jerry's Cove; across the cove from the end of the spit was Jerry Rogers' house; it's the same site as the golf house is now. Chinalset's cottage was on the tip of little sand spit, and opposite Rogers' house."

### **BURNS OF JERICO. INDIAN WIVES OF WHITEMEN.**

"Burns, that's the only name I know him by, Burns was a whiteman married to my sister Louisa, and after he died, they 'kick' her out; he had a six-acre orchard there. But that's the way they do with Indian woman who marries whiteman; when their husbands died, they kick the womans out—because she's 'just a squaw.' Burns had two girls; Maggie died, but Addie is living yet out in Kerrisdale; they have a half-brother, Dave Lock; used to be city policeman, but he's half-Indian." (August deeply resents such treatment of Indian wives of whitemen. J.S.M.)

### **INDIAN MARRIAGES. OLD KIAPILANO.**

Major Matthews: I was talking to Mrs. Walker, eldest daughter of Joe Silvey, of Gastown, "Portuguese Joe" No. 1, and she told me that her father married an Indian girl at Musqueam, and that it was done with much ceremony; that Old Kiapilano took "Portuguese Joe" by the arm, and another chief took the Indian girl by the arm, and put them together, and said they were going to be man and wife, and then gave them lot of blankets, and then put all the blankets in a big canoe, and sat Joe and his wife on top, and they set out for Gastown. What do you think of it?

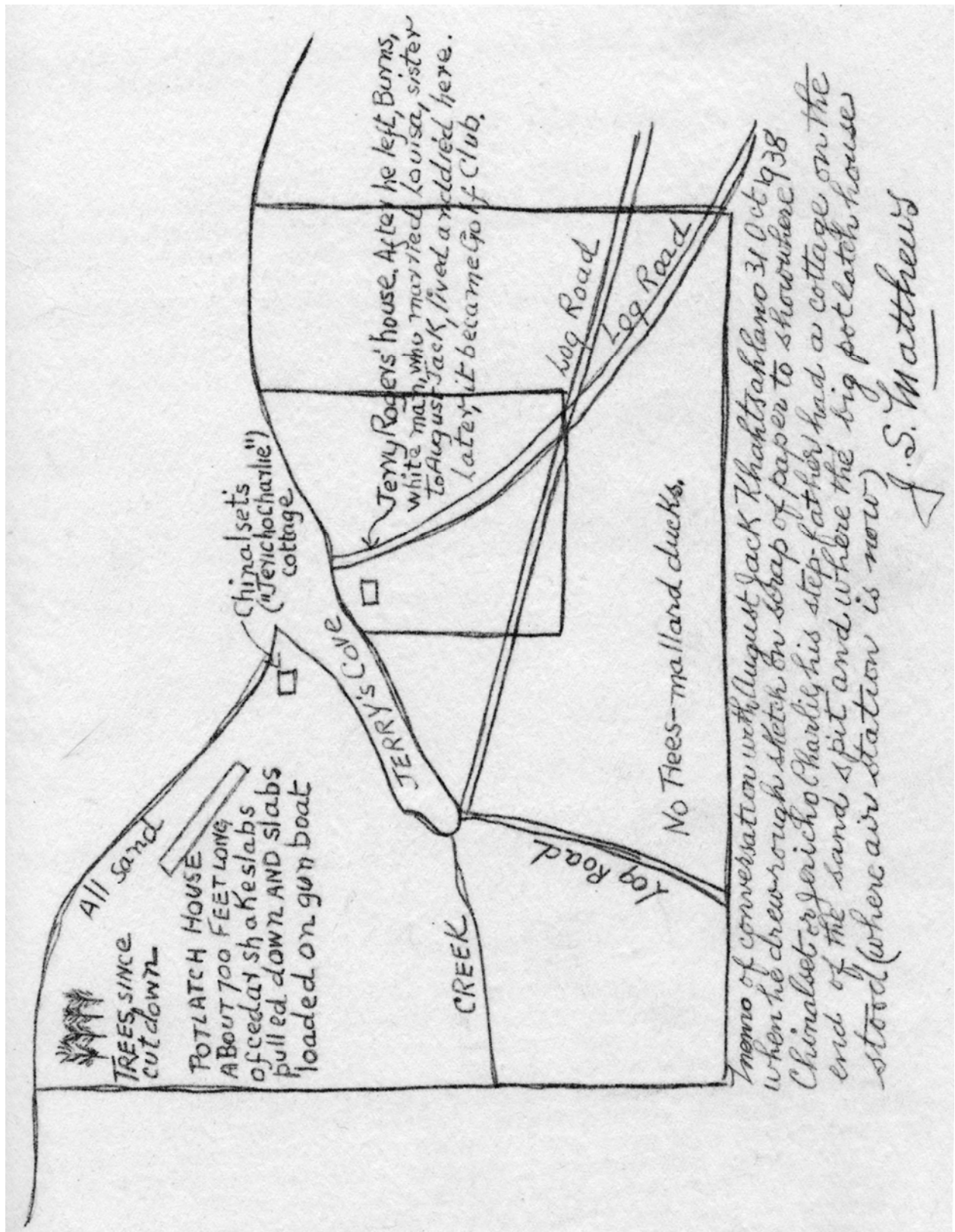
August: "That's the way all Indians marry. S'pose I've got a son, and he wants to marry. I go to you and say, 'My son want to marry your girl.' And he says, 'All right, come on Tuesday,' or someday like that. And they tell all their friends, and each one of them come with his blanket, and the boy come with his blanket, and that's the way the Indian get married."

Major Matthews: But they said it was not the proper way, didn't they?

August: "That's why I had to get married twice. I get married Indian way at Nanaimo. I said, 'I'm an Indian, that's Indian way; I's going to get married Indian way; I'm Indian.' But everybodies kick, and say I'm not married, so I say, 'All right. You's want me to get married whitemans fashion. All right. So I's married twice.'"

### **OLD KIAPILANO. LAHWA.**

"Old Kiapilano was a Musqueam; that's why he was at Musqueam to give the Indian girl to 'Portuguese Joe'; just like me; I have home at Squamish; I have home at Capilano. Old Kiapilano have three wives; one was Musqueam, one was Sechelt, one was Squamish. Lahwa's mother was Squamish."



Item # EarlyVan\_v4\_019

Memorandum of conversation with August Jack Khahtsahlano, at City Archives, 23 January 1939.

August came carrying an Indian wooden face mask, bored with holes for eyes and nose, a mouth with slantwise opening, and three patches on chin of burned ornamentation—burned strokes.

#### **INDIAN MASKS.**

Major Matthews: Where did you get it?

August: "Last week, up at Khaykulhun" (Port Mellon) "Howe Sound. Found it in a deserted shack on that Indian Reserve. Not very old mask."

#### **COINS 1787, 1791, 1812 ON WATCH FOB.**

August: (displaying watch fob of four small coins linked together) "I find this watch fob same place, Khaykulhun, in the old graveyard, last week, just inside fence. I was walking along, and it was lying on top of ground; I saw it shining. I give you."

Note: the following is a description of the coins, each one being pierced with two holes, save the lowest which has only one.

- Obverse:
1. F.R. (monogram)
  2. C.7. (monogram) DAN. NOR. VAN. GOT. REX. D.G.
  3. FRID III. D-
  4. Georgius III. Dei Gratia.
- Reverse:
1. 1812. 1 SKILLING DANSK, copper silvered.
  2. 1787. 2 SKILLING DANSK, A.R. Silver.
  3. 17--. 8 S. NOR. VAN. GOT. REX. D.N.A. Silver.
  4. 1791. T.B. et T.A. REX F.D. -AR.S.T.D.S.T.M. S. et C. Alloy silvered.
- (See photo No. C.V.P. Misc. 1, N. Misc. 2.)

#### **INDIAN BRAVES. SECRET SOCIETIES.**

Major Matthews: August. How did they make a Squamish brave?

August: "Took four days ceremony. Don't let him know you're going to do it, or he might run away.

"Ten men, about, seize him, take him in house, frighten him, make him scared; throw him up in air in blanket, catch him in blanket; make noise, make him think they go to do something terrible to him, frighten him good.

"Then when he's frightened good, and he's tired, he's keep quiet" (exhausted) "he's stiff; lie him on ground, and cover him with blankets; two man sit on blanket what's covering him; don't sit on him, but on edge of blanket he's under, on part what's left over; one man sit on each side, so's keep him warm.

"By and by, in four or five hours, he gets better, and begins to sing.

"Next day, put him in corner of house. Sit him down on low stool in corner, and throw water over him. First throw hot water, then cold water. Eight gallons. Hot water just hot enough to burn him; then cold; then he gets stiff again. Dash the hot water in he's face, then dash cold water; he does not get a chance to breathe; then he gets stiff again, and still" (quiet); "then wrap him in a blanket again, and sit by him, keep him warm.

"Then, by and by, he wake up again. Then they dress him with a 'Crown,' and a big belt around his waist, and they let him out of the house early in the morning, let him go through the bushes, no trail; he runs around in the thick timber. Don't know why they do it that way, but it's the old time way. Four men follow him through the bushes; all the remainder of the men—maybe fifty or sixty men—stay in the house, just waiting 'til they come back.

"Then he stops running, and he looks around and he starts to sing. Then they all come back to the big house, and he goes around inside a few times, and then he's a brave man, all the same as whiteman's soldier; he's fit for war, and he's one of the Indian dancers."

“Not all Indians can dance Indian dance. All Indians can dance whiteman’s dance, but not all Indians can dance Indian dance.”

**STANLEY PARK. WHOI-WHOI. "SUPPLEJACK." CAPT. STAMP.**

Copies of the following letters, written in 1865, had been forwarded to August Jack for perusal, and he brought them with him.

New Westminster.  
June 3<sup>rd</sup>, 1865.

Sir: In accordance with your orders of the 31<sup>st</sup> of May, I proceeded to Burrard Inlet arriving there at 3 p.m. and marking out Captain Stamp's Mill the same evening (June 1<sup>st</sup>). On referring to the sketch appended, it will be seen that the N.W. corner occurs in the centre of an Indian village to clear which would only give the sawmill about 90 acres. By the appearance of the old soil and debris, this camping ground is one of the oldest in the inlet. The resident Indians seemed very distrustful of my purpose, and suspicious of encroachment on their premises.

The sawmill claim does not in any way interfere with the proposed site of the fort.

The Honourable (signed)  
The Colonial Secretary J.B. Launders.

I have the honour to state that a Squamish Indian called Supple Jack, has squatted for the last three years on the land in question. There are two male relatives now living near him. Capt. Stamp has no objection to their remaining where they are. They can at any time be removed, the ground does not belong to their tribe.

The Honourable (signed) C. Brew, J.P.  
The Colonial Secretary Jun 7<sup>th</sup> 1865.

Major Matthews: What do you make of them?

August Jack: (who is son of Khay-tulk, or "Supplejack") "That's kind of crooked work. Maybe they don't want to pay for the land. They forget that Supplejack's son, that's me, is there. They pay old 'Aunt Sally' for land at Lumberman's Arch, but they do not pay me. Supplejack was living at Chaythoos long before the Hastings Sawmill come, and Chief Khahtsahlanogh lived there long before him" (Supplejack.) "Chief Khatsahlano at Chaythoos first; he come there because there's lots cedar there, and he makes canoe."

Major Matthews: What does this letter here, June 7<sup>th</sup> 1865, from C. Brew, J.P. to Colonel Secretary, about Supplejack, mean?

August Jack: "I don't know. Got himself mixed. Supplejack was at Chaythoos, not Whoi-Whoi."

Major Matthews: Well, what about the two relatives he mentions?

August Jack: “The two ‘male relatives’ were probably Khay-tulk’s two brothers, Ke-olts and Kharluk. All their children are dead now, except Ke-olts’ son Alex Peter, and his daughter Lucy Miranda. Kharluk’s children died, but his two grandchildren are living, Margerite Baker and Michael Billy.”

### **STANLEY PARK. PROPOSED FORT. HOMULCHESON.**

Major Matthews: What about this proposed fort in Stanley Park; it looks as though they proposed to build a fort on the First Narrows, like the old Bastion in Nanaimo.

August Jack: "Well, it was never built; the only fort on the Narrows was the Indian fort at Homulcheson" (Capilano River.)

### **CAPT. VANCOUVER. SPANISH EXPLORERS. INDIAN IMPLEMENTS.**

Major Matthews: Wait. I want to read to you from Tom MacInnes' radio address No. 21. He quotes from Chapter 7, Spanish "Sut-il-Mexicana" record what the Spaniards say about the Indians at Musqueam and Jericho. "From the southwest side of Point Langara, seven canoes came out and made their way toward the schooners ... They were clearly provided with many excellent weapons, such as spears with iron points half a yard long; sheafs of arrows with points of the same metal."

August Jack: "Well, there must have been other schooners in before that. Where did they get those iron spears?"

### **CHINALSET. "JERICHO CHARLIE."**

"I remember my stepfather Chinalset" ("Jericho Charlie") "say that when the whiteman came to Whalwahlayten, that's Watt's Point, Howe Sound, that the whitemen gave them some barrel hoops, and that's how, I think, they make spears out of iron."

### **STANLEY PARK. CHAYTHOOS. CATTLE. HORSES. PIGS.**

Major Matthews: What about your home at Chaythoos and cows?

August Jack: "My father, Supplejack, bought a cow and a horse in New Westminster, then a calf came, and we had a bull, and after that we had twelve cows, a bull, twelve pigs, and two horses, and one was a race horse; Supplejack and George Black used to race their horses. The horses always used to have a big time on Queen's Day; race in Victoria, Westminster; Supplejack, my father, make lots of money winning race.

"When we live at Chaythoos" (end of Pipe Line Road on First Narrows) "before the road around the park came and cut the corner off our house, we kept the horses and the cows in the stable at Chaythoos, and when we wanted to ride to town there was a trail, and we had to ride right around the head of what is now Lost Lagoon, around by Second Beach; there was no bridge; there was a trail through the forest from Chaythoos to Gastown."

### **MILK.**

"The cows, at night, were put in the stable; in the day they ran loose in the park, or along the beach; they got wild grass mostly—along the beach—but there was some English grass, not much, some, enough to carry us over the winter, and if there was not enough, Father bought hay from Black's and Maxie's. Mother" (Qhwy-wat) "milked the six cows in the morning—the other six were dry—and put the milk in big high milk cans—about five gallons—and took it to Hastings Mill in the canoe. Agnes milked the cows in the evening when Mother was away, and next day it went with the morning's milk to Hastings Mill. Mother took the milk every morning, but I don't know how much she got for it. Louisa, my sister, made the butter."

Major Matthews: Did you sell any cattle to the butcher?

August Jack: "Yes, to the logging camp; dead, not alive. Father used to shoot the steers, then butcher them, and send them to the logging camps."

Major Matthews: What about pigs?

August Jack: "The same; kill them and sell the meat, or salt them down and make corned pork."

Major Matthews: Any sheep or hens?

August Jack: "No sheep; had enough trouble with cows and horses, and we did not have chickens until we moved to Jericho, and then we had lots. But none at Chaythoos."

**MEMO OF CONVERSATION WITH AUGUST JACK KHAHTSAHLANO, WHO CALLED AT THE CITY ARCHIVES, 2 JUNE 1939.**

**PETER PLANT. ADA YOUNG. FIRST WEDDING, MOODYVILLE (REPUTED). KHAH-MY.**

Major Matthews: Judge Howay writes in the *B.C. Historical Quarterly*, April 1937, "Early Settlement of Burrard Inlet," page 111, that Peter Plant and Ada Young were the first to be married on Burrard Inlet. What about it, August?

August: "Peter Plant married Addie, a half-breed. Addie was my cousin; my aunt Khah-my was Addie's mother, and Khah-my was cousin to Billy Neuman's mother.

"Addie was daughter of my aunt Khah-my, who was my father's" (Khay-tulk, or "Supplejack") "sister. Aunt Khah-my married a white man; he was, of course, my uncle by marriage, but I don't know his name, and have not found out if anyone knows it. He, the white man—my uncle—was dead before I can remember, but he lived in Gastown. Their daughter Addie married Peter Plant. After her white man died, Khah-my married an Indian, Charlie Tse-nark of Musqueam.

"I asked Billy Neuman" (sic) "the other day if Peter Plant had a father when he" (Peter) "came here, but Billy says, 'No.' Billy said Peter Plant was a young man when he came here, and Billy is now pretty close to 80. Billy was a longshoreman at Moodyville. Addie's mother was cousin to Billy's mother. Billy's mother died long ago; she was full Indian; his father was a German.

"Peter Plant and my cousin had five children, two sons and three daughters. Frank Plant, Jesse Plant, Lizzie, Delia and Lena; Lena was the youngest. The oldest son Frank was grown up but not married, when I was a boy; Delia was about the same age as myself. The two eldest Plant children, Frank and Jesse, went to school at St. Mary's Mission, Mission City, and I think these two boys also went to school in the United States. Two girls went to the Hastings Sawmill School in Gastown." (See roll of pupils.)

"My cousin Addie was so much older than I am that she had four children, Frank, Jesse, Lizzie and Delia when I was a boy, and her children were at school. I think Lena is living yet; wife of a captain of a boat at New Westminster. Jesse was a foreman at a logging camp, and I think is working for the Hastings Mill people yet."

(Note: the roll of pupils at Hastings School, December 1886, shows "Mary Plant," "Jesse Plant.")

Major Matthews: Who was Mary Plant?

August: "Don't know; perhaps she died."

**CHIEF MATTHIAS JOE.**

Major Matthews: Listen. (Reads from article in *The Beaver*, a Hudson's Bay Company magazine published in Winnipeg, June 1939.) What do you think, August, of this description of the carving, and meaning of the totem pole, Capilano family?

August: (throwing himself back in chair, and laughing boisterously) "You can't beat that; that's good." (Sarcasm.)

Note by J.S. Matthews: August Khahtsahlano cannot read nor write, but is today probably the best informed and most reliable Indian authority on Squamish Indian fact. He regards Chief Matthias, sometimes, with amusement; sometimes, with disdain, and terms him "good show man; good for tourists, all right."

**MEMO OF CONVERSATION WITH AUGUST JACK KHAHTSAHLANO AT CITY ARCHIVES, 30 JUNE 1939.**

**HYAS JOE. CHIEF CAPILANO JOE. CHIEF LAHWA. SAHP-LUCK.**

August said: "Lahwa died in 1895. The whitemans call 'Capilano Joe' Joe, but he's got Indian name too; he's Indian name Sahp-luck; that's what the Indians call him; he was Chief Matthias' father."

Note by J.S.M. Originally, he appears to have been "Hyas Joe," (hyas, i.e. important, fine); then pioneers knew him as "Capilano Joe"; he was given the title "Capilano" at an Indian ceremony on Cambie Street grounds before his departure to see King Edward VII. After his return from Buckingham Palace, he was known as "Chief Joe Capilano."

**MEMO OF CONVERSATION WITH AUGUST JACK KHAHTSAHLANO, AT THE CITY ARCHIVES, 24 AUGUST 1939.**

**CHIEF CAPILANO JOE. HYAS JOE. SAHP-LUK. CHIEF KI-AP-A-LA-NO.**

Major Matthews: August, why do the Musqueam Indians object to other Indians using the name Capilano?

August: "It's this way. The priests told Hyas Joe, 'You must go to Capilano Creek as post'; not Chief, but post—you know what post is; you put it in the ground, to mark a place by; a 'post,' he go to look after the people, not to be chief. After a while Sahp-luk—that's what the Indians call him—he want to be chief; he went to see the" (Indian) "agent at New Westminster. Agent ask him, 'You got a flag?' Hyas Joe says, 'No.' Hyas Joe he come back and borrow the Indian flag from my aunt Khah-my." (See conversation, 2 June 1939.) "It was the Khahtsahlano flag; it was afterwards burned when Chief Matthias house burn down, but it was Khahtsahlano flag. Hyas Joe says, 'When I am through with it' (the flag) 'I bring it back,' but he never did; it was burned when Chief Matthias Joe's house burn. The flag I have now is another one. I tell you all about it before."

**INDIAN FLAG.**

Major Matthews: What has the flag to do with the name Capilano.

August: "Hyas Joe borrowed the name Capilano because he was living at the creek where 'Old Man' Chief Kiap-a-lano used to live, long time ago, but the creek's name not Capilano; that's Homulcheson, and Hyas Joe's real name was Sahp-luk; that's what the Indians call him. Whitemans call him Capilano Joe."

**CHIEF KI-AP-A-LA-NO. YOUNG KI-AP-A-LA-NO. AYATAK (FRANK CHARLIE.)**

Major Matthews: What sort of a man was "Old Man" Chief Ki-ap-a-lano?

August: "I never see him, but they tell me great big man, black hair down to his shoulders; straight hair, no curls."

Major Matthews: Who was Ayatak's (Frank Charlie) father?

August: "'Old Man' Chief Ki-ap-a-lano's son, Young Ki-ap-a-la-no. Young Ki-ap-a-la-no of Musqueam have four children: Ayatak, or Frank Charlie; James, now dead; Mrs. Seymour Grant; and Andrew; all children of Young Ki-ap-a-la-no; only James dead."

**LUMTINAHT. KHAALTINAHT.**

Major Matthews: What does Lumtinat and Khaltinat mean?

August: "They were sisters, Khaal-tin-aht, not Khaltinat; it mans 'white'; Lom-tin-aht, not Lumtinat, I don't know what it means." (Note: Khaaltinaht was Indian wife of Joseph Silvey; Lomtinah—see photo No. — P.Port. 391.)



**KWE-AH-KULTU. WHEE-WHY-LUK. SUM-QUAHT.**

"Kwe-ah-kultu; that's the way to say it; he was at Whoi-Whoi. Johnny Whee-why-luk, Chief at Musqueam; don't know who Sumquaht was, but say 'Sum-kwa-ht.'" (See conversation, Mrs. James Walker, 17 July 1939.)

**CARIBOO TRACTOR. JERRY ROGERS' STEAM TRACTOR. LACROSSE BALL.**

(After looking at photograph received from Provincial Archives, of photo marked "Steam to Cariboo, the British Columbia," photographed from illustration in *Colonist*.)

Major Matthews: That's not like the drawing you made for me of the tractor Jerry Rogers had in the woods out Kitsilano and up Little Mountain.

August: (puzzled) "They's fixed it. They must taken the front wheel off, and put two wheels on. But the rubber here is cleats; it was solid rubber tire all around the wheels, not cleats, on the one Jerry Rogers had. I think they must have fixed it down Hastings Sawmill, but don't know. I took the rubber for the lacrosse ball I gave you from old junk as was lying on the beach at foot Macdonald Street" (English Bay.) "They put the engine on a scow, and took it away; they were through logging. After that, oxen were used, and mules and the skid road—it was cheaper. They took the engine to the Hastings Mill. I don't know what they did with it."

(Note by J.S.M. If Ayatak is grandson to "Old Man" Chief Ki-ap-a-la-no, and "Old Man" told Ayatak he saw first white man come down Fraser River when he was a boy, about four feet high, how could he be the chief who welcomed Capt. Vancouver as is frequently asserted by Matthias Joe.)

**EXCERPT, *PROVINCE*, 7 OCTOBER 1938.**

**MAN WHO CAME HERE SIXTY YEARS AGO DIES**

**WHILE THE SHIP WAS IN VANCOUVER HE EXPERIMENTED WITH  
RUNNING AN ELECTRIC LIGHT WIRE FROM VESSEL TO SHORE**

James Willcox, 82, a resident of Vancouver for fifty-nine years, and believed to be one of the first men to experiment with electric light here, died today, at his home, 367 East Broadway. Mr. Willcox first came to British Columbia in 1879 as a member of the crew of H.M.S. *Triumph*. Survived by three daughters; all in Vancouver.

**LETTER, JOHN C. ANDERSON.**

Novato, Marin Co.,  
California, U.S.A.  
Saturday, Oct. 15, 1938.

Mr. J.S. Matthews.

My dear sir:

**H.M.S. TRIUMPH. ELECTRIC LIGHT. FIRST SEARCHLIGHT.**

Your letter I received today Oct. 14, 1938, and I was very glad, sir, to hear from you, to me it was like a voice from the deep. Now in regard to your question about landing electric lights ashore at Vancouver. It fairly gets me, Mr. Matthews, as to how that could have possibly been done? I do know the "Triumph's" first commission was about that time of 1879. And the second commission of the "Triumph" was from New Year's day 1885, till Dec. 1887, making three years when we left Esquimalt for home. The "Swiftsure" was the ship to relieve the "Triumph" on both occasions. Now, sir, I fully understand that when we commissioned the "Triumph" in January 1885, that she had just installed a 28,000 candle power search light on the superstructure deck, and we were told that we were the first ship in the service to have one. We were not wired at all for lights in the ship; only wired from the dynamo, to the light on deck. We burned candles all

through the ship. The amount of material in those days to build a dynamo would fill a big space in the engine room, laminations, plates of pure iron about the thickness of ordinary sheet tin, and I guess thousands of them laid together into big blocks of pure iron. Then we installed a 40 H.P. engine to run the dynamo, there was a gun boat load of material to it, what a difference today, eh!

Now Mr. Matthews, this talk does not answer your question at all, and it leaves us both to wonder if they got lights ashore in those days. How was it done? It can easily be done today alright by hooking on to a dynamo, and then having wire covered with water proof insulation to dip over board to lead to shore. They have lights attached to the divers' suits, sure, to let them work with lights below in water, but, in 1879, it is a question. None of the ships in those days had electric wiring, and we were first to have a search light in 1885. And the special class of torpedo men only attended to the running of it. At the first trial of it they were glad to shut it down and get away from it. So that is in days long gone by, sir.

#### **CANDLES LIGHTED BY TALLOW DIPS.**

Now the lamps on the mess deck were all hung to throw their light below the hammocks, where they were strung up to the beams overhead. These lamps were fitted with a spring socket that held the candle; when you entered a candle you compressed a spring, and a cap went on top of the socket, and a quarter turn held the candle and the spring down. As the candle burned, the spring would keep the flame at the top of the socket cap. The candles are about one and a quarter inches dia. and six inches long. These candles were all mould made, not dips. My grandfather, was a candle maker of the old type of candles called dips; when I was a little boy on a Saturday, being out of school, I used to go and see him making dips over a big tank of hot tallow, and over the tank was about twelve rods like broom handles, and they all hung apart about four feet above the hot tallow, then they would cut the wicks by allowing the length of wick to be long enough by doubling it over the rods to form an eye, then cut the parts to suit the length of the candle to be made. There is about four dozen wicks on each rod and the wicks about two inches apart. There is a small rope pulley for to lower and hoist the rods into the hot tallow and they dipped the rods in the tallow till it covered the wicks up to the eye on the rods. They made the candles to suit the sale of them. After they cool off from being dipped, they take on another coat of tallow until they get the weight of candle wanted to sell. So that is where in making they call them dips.

*{Letter continues on H.M.S. Condor at bombardment of Alexandra, etc.}*

I will remain obediently yours,

John C. Anderson.

#### **MEMO OF CONVERSATION WITH GERALD ASHTHORPE, 8020 SHAUGHNESSY STREET, NOW AN EMPLOYEE OF THE IMPERIAL OIL LIMITED (PAINTER), VANCOUVER, 17 JANUARY 1939.**

##### **SHAUGHNESSY HEIGHTS. FAIRVIEW. DOUGLAS PARK. TROUT. DEER.**

Mr. Ashthorpe said: "I was born in April 7<sup>th</sup> 1907, and came to Vancouver with my father in 1909, so that anything I say must be qualified by my age; I was just a 'little kid' when we went to live up in Fairview, on 19<sup>th</sup> Avenue, between Ash and Tupper Street."

##### **D.L. 472 SCHOOL.**

"I used to play around the school in a private house on the northeast corner of Ash Street and 19<sup>th</sup> Avenue; Miss H.M. Hesson was the teacher; she limped; it is now numbered 599 West Nineteenth Avenue; a bit of a one and a half storey cottage; we used to swing under the front steps; there was swing under the steps. Then I went to the old Shaughnessy School on the corner of Oak and 25<sup>th</sup> Avenue; you have photos of both the old schools on 18<sup>th</sup> and 19<sup>th</sup>, which were used before Shaughnessy School was built."

#### **DOUGLAS PARK. CHINESE GARDENS.**

"On a Saturday afternoon, we 'kids'—I was just a little fellow—used to fish for trout, and caught them, twelve inches long, in the creek which started up in the swamp, and ran across 22<sup>nd</sup> Avenue, and wound its way about, and came out right behind the old Shaughnessy School on the corner of 25<sup>th</sup> Avenue and Oak. It ran past there, and crossed Oak Street, and we used to fish in it behind the Chinese Gardens, now Douglas Park, and catch trout; there was a big pool, and when we fished it out, we went over to the Capilano River and caught more, and brought them over in tin cans; we were going to restock our pool, but it never worked; it was just a boy's dreams."

#### **WILD DUCKS. HEATHER STREET AND 33<sup>RD</sup>.**

"There used to be a swamp east of Heather Street, and south of Thirty-third Avenue, and it was full of ducks; there used to be hundreds of them. I don't know what year was the latest they were there, but I know it was as late as 1915."

#### **POST OFFICE. HEATHER STREET.**

"There was a little Post Office, Barker's, in those days at the corner of Heather and Sixteenth Avenue, on the southeast corner."

#### **HEATHER STREET AT 25<sup>TH</sup>. DEER. WILD ANIMALS.**

"Tupper Street ran as far as 24<sup>th</sup>; so did Ash Street; behind was just a trail; in between, south of 24<sup>th</sup>, was a hollow full of bushes; green bushes and lots of them, thick together, and a pool. Twenty-fifth Avenue was on top, and south of that was a clearing.

"Between 24<sup>th</sup> and 25<sup>th</sup> was a tangle of logs; washed there in a pile by a flood; and there was a pool of water. We youngsters, of a Saturday afternoon, used to go up there and wait; very quiet, and watch the deer come out of the bushes and graze about the pool, or drink, or just walk about."

#### **EARLY AEROPLANES. CANADA AIRCRAFT. DOMINION AIRWAYS. YARROW AIRCRAFT.**

"The plane which fell into English Bay and drowned young Mr." (Brenton, I think was his name) "was afterwards hauled out to English Bay; I helped. We took it to the Dominion Airways, who had a bit of a place at the corner of Stephens and Fourth Avenue, and repaired it; it was all smashed up, but we fixed it up, and it is still out on Lulu Island, but I don't think it flies now; it is too old. The Dominion Airways amalgamated with the Yarrow Aircraft people of Victoria, and then that firm went bankrupt, and that was the end."

Read and approved by Mr. Ashthorpe.

18 January 1939.

J.S. Matthews.

#### **MEMO OF CONVERSATION WITH WALTER V. BAINBRIDGE, 25 SEPTEMBER 1939.**

Walter V. Bainbridge, of "Bainbridge's" and Bainbridge Avenue, Burnaby, now of 4419 West Fourth Avenue, who very kindly called at the City Archives this afternoon. A most agreeable gentleman, of medium height and weight; his hair turning white, but quite active and alert.

#### **WALTER V. BAINBRIDGE.**

Mr. Bainbridge said: "I came to Vancouver in July 1898, from Newcastle-on-Tyne; came through the United States, New York, New Orleans, Texas and California, up the coast to Seattle, and Victoria; single then, and looking for adventure and pleasure. My father was Cuthbert, and mother was Margaret Bainbridge, of Newcastle-on-Tyne; both died when I was a child, and were buried at Newcastle-on-Tyne.

"I was born on 2<sup>nd</sup> January 1873, so I was about twenty-five when I reached Vancouver. I was eager to do some big game hunting—bear, etc.—that's why I came to Vancouver. Then I went up to Chilliwack, and visited some of my old school fellows from the Leys School, Cambridge, and did some hunting on Harrison Lake; bear and so forth. Then I made three trips to England, and on my return someone told me about Burnaby Lake."

#### **D.L. 44. BURNABY LAKE. "BAINBRIDGE'S." BAINBRIDGE AVENUE. GOVERNMENT ROAD.**

"I knew nothing about Burnaby Lake, so I went to see; walked along such roads as there were; went down to the lake shore at one point, then at another. I was searching for a site, and ultimately got the best on the lake. It was on District Lot forty-four. It was close to the City of Vancouver, was high up and dry; good loam soil, close to the Great Northern Railway which passed in front of it; had a southern exposure, and from a twelve foot well we afterwards got the purest of water.

"In 1904 I purchased twenty-five acres from an American, through E.E. Rand, Real Estate agents, paying ninety-five dollars an acre. The shore of Burnaby Lake was its southern, and Government Road its northern boundary, and what is now Bainbridge Avenue was one hundred yards to the west.

"It was covered with tremendous timber; one log alone contained seventeen thousand feet, although he top was knotty, and the logger was allowed 15,000 feet only by the scaler. I cleared two and one half acres, and, to give you an idea of the size of the timber growing there, it took one whole box of powder to blow one great stump, and the explosion addled all the eggs on the farms across the lake; I was awfully sorry about the unfortunate affair. Then, in 1904, I built the house, the one here in this photo, C.V. P. Out 212."

#### **WILD ANIMALS. DEER, A NUISANCE. STRAWBERRIES. BEAVER.**

"In 1905 I put in one and a half acres of strawberries, and in 1906 or 1907, the gross receipts from the little place, strawberries only, 385 crates, was nine hundred dollars. I rented it later, and my tenant got the same yield. At first I did not fence the two and a half acres, but eventually was forced to put up a very high plain wire fence to keep the deer out; the deer were an awful nuisance; they would eat the strawberry leaves.

"It must have been 1905 or 1906 that the beaver colony established themselves on the lake shore in front; at night we would hear the loud 'flap' as the beaver struck the water with their flat tails. I used to get castorium and rub it on the rowlocks of my punt, on my hands and boots, and, at night, drift silently in the punt among the beaver, and watch them playing, just swimming around. Castorium is a secretion from the beaver, and it makes them excited."

#### **BURRARD STATION. ARDLEY STATION.**

"Another colony of beaver gave a lot of trouble to the Great Northern Railway by damming their ditches near the old 'Burrard' station on their line, now 'Ardley.' Those colonies of beaver may have been the last in these parts, but I do not think so, as I have heard rumours that there is a colony there yet.

"Ultimately I sold the place to the National Finance Co., it was during the real estate 'boom' days, and I sold for an average of seven hundred and twenty-five dollars an acre, and, after some little trouble, got the cash. Government Road was planked, fourteen feet wide, about 1912; as shown in this photo" (No. C.V. P.213) "this is my house, here on the edge.

"In 1910 I was married in England; Mrs. Bainbridge is living, but there are no children."

#### **BIG TREES. FOREST FIRES.**

"I have spoken of the big fir stump which took a box of powder to blow. Many cedar trees were over ten feet, but the 'cream' of them had been taken away even before I went there; their stumps showed where they had been; no forest fire had ever traversed that region. There was one cedar log so big that, when it was felled, and lay on the ground, one could not climb up on top of it; we had to go around the ends."

#### **BURNABY MOUNTAIN. JOHNSON ROAD. A SKID ROAD.**

"Went north from the Brunette River up Burnaby Mountain, and Connor's logging camp was up there; the camp was right across the present Johnson Road, and close to the camp, right on the Johnson Road right of way, was a fir tree twelve feet in diameter."

Major Matthews: How do you know it was twelve feet; did you measure?

Mr. Bainbridge: "No. But Mr. Connor, the boss logger, pointed it out to me especially, and said it was twelve feet, and so big that it would not pass through the Brunette River dam, so they left it. The road foreman, constructing the Johnson Road, blew it up; it was in the way and he destroyed it.

"A man called Armitage told me that, when they were putting in the Capilano water pipes, they found a cedar thirty feet in diameter, and said to be the biggest cedar tree in the world. It was right on the line of the water pipe—water pipe has to go straight—and they could not go around it, so they blew it up."

**NOTE BY CITY ARCHIVIST.**

No logger I have ever met—and I have met scores—has ever told me of a tree larger than ten or twelve feet in diameter. Every effort has been made to find some authentic record of a supposed giant tree cut down near Vancouver; we have never been able to find anyone who ever saw it. The illusive tree, twenty-five feet in diameter, officially stated to have been cut down by George Cary—the only George Cary—did not exist, according to George Cary, who says he never cut such a tree, nor heard of anyone who did. A freak bole on a steep hillside might have grown. It has long been assumed that a barroom joke, or some lumbermen outdoing each other in boasting has, by repetition, become "fact."

J.S. Matthews.

**27 DECEMBER 1940 – BIG TREES. NORTH VANCOUVER. LONSDALE AVENUE.**

In November 1940, there was presented to the City Archives six photographs of North Vancouver, in 1896, showing Geo. H. Dawson, B.C. Land Surveyor, laying out the central sections of the present City of North Vancouver; one of these photographs shows a survey peg, bearing the mark "Blk. 109," which is about Victoria Park, at the junction of Keith Road and Lonsdale Avenue.

Another photograph, C.V. P.Tr.17, of the same group of six, shows Mr. Dawson concealed, all save his head, in the hollow centre of a standing dead tree, much charred by fire, out in the clearing. Assuming that Mr. Dawson's head is six inches wide, then the diameter of the stump is:

On ground level: twenty and one half feet (20½) diameter.

At five feet above: eighteen and a half (18½) feet.

The photograph may, or may not, show the widest diameter; the tree may be even wider, as the photo was taken facing west, to conform with the angle of the sun's light.

**MEMO OF CONVERSATION WITH MRS. BALFOUR, WIDOW OF THE LATER ALDERMAN ROBERT BALFOUR, ONE OF THE ALDERMEN OF THE FIRST CITY COUNCIL, 1886, OF VANCOUVER, 17 MARCH 1936.**

Mrs. Balfour lives at 1421 West 15<sup>th</sup> Avenue.

Mrs. Balfour: "We built a great big hotel, three storeys, at the corner of Columbia and Hastings Street, and when 'The Fire' came we just ran; we went out of it with nothing but our clothes on our backs three weeks after we started; it stood I think where the Broadway Hotel is now."

**GREAT FIRE. BURRARD HOTEL.**

"My husband was born in either Michel or Wingham, Ontario, and then went to Manitoba; then we came out to that high bridge, Stoney Creek, I think they call it, built for the C.P.R. We drove all through the mountains; first we came as far as the end of the track, Stoney Creek high bridge; we lived in a long cabin the engineers had built in the bottom of the valley; we drove west in an open wagon, just an open wagon with our mattresses and baggage on top, and it rained all the way. We stopped at cabins; they were about a day's drive apart; we drove on the road bed, and when we reached Revelstoke, stopped there a month. There were no homes in Revelstoke then, just frame buildings at Revelstoke, and we had to build the bunks we slept in along the wall."

**C.P.R. MOUNTAIN. CONSTRUCTION.**

"Then we drove down to Eagle Pass Landing" (near Sicamous.)

"Then we went down to Hammond by rail, in an old caboose, and oh, my, it was terrible; just like riding in a rocking chair. We got to some place—I don't know where it was but it was a lovely little house—they had a Chinaman cook, the first Chinaman I had ever seen. Did you ever have tomato preserves? Well, he

had some; I have never tasted them since; but they were good—I should like some again; we stayed there one night.

“We got to Victoria in October 1885; my eldest child was with me, I was only 20. Then in December we went to Westminster because we were in New Westminster for Christmas 1885, and we moved over here as soon as our hotel was ready; it had been open just three weeks when it was burned, and when the fire came we just ran out of it with nothing but the clothes on our backs; we ran off up towards False Creek” (the False Creek bridge, now Main Street) “and sat around, and then there were a number of stages and rigs came, and took us to New Westminster.

“After our hotel at the corner of Columbia and Hastings was destroyed, we built another at the corner of Carrall and Cordova” (note: this must have been the old Balmoral) “and in 1887 we moved up to Langley, then to Donald, then back to Langley for fourteen years.

“My children were one son, Harry, and five daughters; Harry is working for the C.N.R. in Montréal, has been for twenty-six years; he has two sons and two daughters. Of my five daughters, the youngest, Marjorie, died in 1927; another, Mable, unmarried, died in 1934. The remaining three daughters are still living in Vancouver:

“Mrs. Helen Bawden, eldest daughter (printers, Water Street), no children of her own, but three as stepmother;

“Mrs. (Alberta) Aubrey Tomlinson, has a son Robert;

“Miss Beatrice, unmarried.

“All resident in Vancouver, 1936.

“My two children who were with us in our new Burrard Hotel when it was burned were Harry and Helen, June 13, 1886.”

Read and approved by Mrs. Robert Balfour  
9 June 1936.

J.S. Matthews.

Mrs. Balfour died about the end of 1937 or January 1938.

## **THE BAND FUND.**

The citizens of Vancouver will learn, with much pleasure, that upon the strength of the net receipts of the recent concert and ball, and the liberal subscriptions made by the people of this city, Campbell Shaw has ordered a set of instruments for the Vancouver City Band. It is expected the order will be filled in about four weeks, the delay being necessary in bringing the instruments from the East by freight. Police Magistrate Boulton has generously offered the band a cheque for the balance of the amount required; the money to be returned as soon as another grand concert can be given.

The people of Vancouver, prostrated but a short time ago by fire, deprived now of the increased activity which the arrival of daily trains would bring, are yet so public-spirited that any demand made upon them for a worthy improvement met with a most hearty response. The committee of management for the band will back this statement up with argument that the biggest sore head in the country will agree with without a murmur. Bound to be right from the start, the committee resolved to pay for the instruments upon their arrival, and they have worked successfully to that end. Mr. Louis Carter has had charge of the subscription list, and very cleverly he has managed his big part in providing a band for Vancouver.

Here are some more of the subscriptions:

Thos. Dunn, \$5; J.R. Northcott, \$2.50; J.S. Clute & Co., \$2.50; R. Balfour, \$2; Malee and Brown, \$5; Rev. Thompson, \$2.50; A.C. Muir, \$2.50; J.R.B. Smith, \$2.50; Dr. Lefevre, \$2.50; Allen & MacPherson, \$5; total, \$32; past subscriptions, \$70; grand total, \$102.

From the *Vancouver News*, 13 October 1886. In City Archives, City Hall, Vancouver. (Austin File.)

(Note: the first brass band on Burrard Inlet, approximately 1884, was the Squamish Indian Band at the Indian Reserve at Ustlawn [North Vancouver.] See Mrs. A. Crakanthorp conversation, 7 July 1938.)

**MEMO OF CONVERSATION WITH W.J. BARRETT-LENNARD, IN CITY ARCHIVES, 16 NOVEMBER 1936, WHITHER HE HAD COME TO HAVE A CUP OF TEA AND A BUN WITH THE CITY ARCHIVIST.**

W.J. Barrett-Lennard, of Foster and Barrett-Lennard, chartered accountants, is now engaged at the Temporary City Hall, 16 Hastings Street East (His Worship G.G. McGeer's second year), to make an examination extending over about nine months, and for a fee of \$10,000 (*NOTE ADDED LATER:* Actually, I think, paid \$9,000) into the interior economy of the City Hall, and its several departments. He is the son of W. Barrett-Lennard of Manitoba, and grandson of W.J. Barrett-Lennard, and in addition to many other activities in Vancouver, is past Worshipful Master of Western Gate Lodge, No. 48, A.F. & A.M.

The conversation turned to the Dominion Government's scheme in operation now for providing single unemployed with winter work on farms, the Dominion Government paying them a small remuneration, etc., etc.

Mr. Barrett-Lennard: "I replied to the young fellow, when he approached me on the street asking for a 'handout,' that most of the single unemployed had taken advantage of the offer, and had left Vancouver for the farms; nearly five hundred of them had gone in three weeks. Why did he not want to go?"

"He" (the young unemployed) "replied, 'Nix on that stuff. No farms for me.'"

Mr. Barrett-Lennard continued: "What do these young fellows want? Why, I 'rode the rails' when I was a boy; ran away from home when I was twelve; worked on farms on the prairie, up around Edmonton, Calgary, etc.; hard work, too, daylight to dark, but we always had plenty to eat, and that was the main object when I was boy, to keep the 'tummies' full. Of course, the fellows used to 'grouse,' swear they would never come back again, but I noticed they were usually back next year.

"And I have worked for fifteen dollars a month, too, and glad to get it. Why, I rode" (drove) "cattle in northeastern Saskatchewan for twenty-five cents a day."

Approved after being read to him.  
24 November 1936.

J.S. Matthews.  
City Archivist.

**EXCERPT, "REPORT ON THE REORGANIZATION OF CIVIC ADMINISTRATION OF THE CITY OF VANCOUVER," BY W.J. BARRETT-LENNARD, DECEMBER 1936, PAGE 40.**

**CITY ARCHIVIST.**

Of all the persons who are serving the city's interests none is devoting himself more whole heartedly or conscientiously to the carrying out of his duty than is the City Archivist, and not one is placed in the position of having to work for such meager remuneration. The total cost of the archives office, salary and expenses, for the latter part of the year 1933 and for the two full years of 1934 and 1935 was \$1,503.58. The budget for 1936 provided \$600 for salaries and about \$725 for expenses (the archivist employs his own stenographer). The budget allowance has been increased, slightly, but when one contemplates the amount of work he undertook in connection with the preparation of data which later appeared in approximately 200 of the leading British papers respecting Vancouver's Jubilee year, there can only be one conclusion, that his treatment by the city is a public disgrace. Mr. McAdam, the Agent-General, deserves full credit for his splendid assistance in obtaining advertising of tremendous value. Some have estimated it at over

\$30,000. He, however, could have done nothing without the information which was mainly provided by the archivist—and that archivist received \$50 per month!

**EXCERPT, AGENT-GENERAL TO CITY ARCHIVIST, 10 NOVEMBER 1936, GOLDEN JUBILEE, VOL. 5, CORRESPONDENCE.**

Summarised: 267 publications provided editorial amounting to 11,380 inches, which based on the advertising rates of each paper realise a value of £13.421.9.10, which converted at \$4.85 to the pound sterling gives a total of \$65.094.23.

The above publicity was afforded by the British press entirely free from cost.

I appreciate most highly the cooperation which you extended to me in this connection, and frankly I am surprised at the extent of the goodwill shown by the British press to the story of Vancouver's 50 years of progress.

W.A. McAdam.

**MEMO OF CONVERSATION WITH E.G. BAYNES, OWNER, HOTEL GROSVENOR, PARK COMMISSIONER, ETC., ETC., ETC., VANCOUVER, 12 SEPTEMBER 1936.**

The City Archivist was exhibiting to Mr. Baynes a photograph of the "Brickmaker's Claim," i.e. D.L. 185, Burrard Street to Stanley Park, False Creek to Burrard Inlet, a survey made in March 1863 by Corp. Turner, Royal Engineers, original of which is in Provincial Archives (also see *Early Vancouver*, Vol. 3) and which shows John Morton's cabin on the northwest corner Burrard and Hastings Street, beside, and to the east of a creek running down from about the Court House, Georgia Street, a creek once dammed up for water by the Red Cross Brewery, and prior to that, in the earliest days, used by John Morton as his source of water supply; the "Spratt's Oilery" also used it for their water supply. Also see George Cary who states he used to shoot ducks "in the swale," now the Court House lawn.

JSM.

**"BRICKMAKER'S CLAIM." WEST END. ROYAL ENGINEERS. JOHN MORTON.**

Mr. Baines (park commissioner): "I remember Charlie Worsnop" (Lt. Col. C.B. Worsnop) "going up that ravine shooting snipe when he was a boy; oh, that would be about 1894, say, when he was about fifteen. It was the day after Christmas and he had got a rifle for a Christmas present; it would be higher up than Pender Street where I saw him after the snipe."

**"WEST END."**

"And don't I remember, I got two dollars a day, clearing logs and brush off the 'West End.'"

**STANLEY PARK.**

"It almost breaks my heart the way they are cutting Stanley Park to pieces, cutting down the trees; it's awful, but I don't seem able to stop it; they take no notice of me. Crone and Rowe Holland.

"Why, I remember the first time I ever saw it. I saw a horse and buggy coming up Georgia Street without a driver; I stopped the horse and got it, and started to drive back to where I thought the horse had come from, and that was down Georgia Street and into the park across the bridge. When I saw the inside of the old park driveway among the trees I was just enraptured; so enraptured I forgot all about the horse and buggy I was driving, which did not belong to me; it was beautiful; all gone now though. Too bad.

"The horse had strayed only a short distance when I caught him, as I found out when I got back, and a doctor came out and took him from me; and wasn't the doctor 'mad.'"



## **MEMO OF CONVERSATION OVER THE 'PHONE WITH E.G. BAYNES, ESQ., PARK COMMISSIONER, VANCOUVER, 29 APRIL 1937.**

Mr. Baynes, park commissioner for many years, helped in October 1889 to build the arch over the Stanley Park bridge under which Lord Stanley, after whom the park is named, was to pass when he drove around it.

### **H.M.C.S. VANCOUVER.**

Mr. Baynes: "Where did you say she was lying, Gulf of Georgia dock on False Creek? I'll call him up. How much does he want for the mast, \$10? I'll call you back."

Later: "Well, I got it. Mr. Wootton is going to see how it is to be got to Kitsilano Beach, but it will be a week before you get it, then we must go and see where it is to be put. Yes, you can tell the Kitsilano Ratepayers tonight, and, if you want to, tell the press. And, tell the Chairman" (Alderman Crone) "at the Ratepayers meeting tonight, that as a former park commissioner, as a good citizen, and a distinguished alderman, and a future member of parliament, that it would be nice if he would put a tablet on it. It's a double standard mast, top part about 25 feet, bottom part about 40 feet; when set up will be about 55 feet."

J.S. Matthews.

Note: the mast—a wooden one—was finally erected by the Parks Board at the foot of Yew Street, Kitsilano Beach, and at a point in the centre, exactly, of the street car right of way produced about fifty yards west of Yew Street (in the centre of a round lawn).

The hoisting of the Union Jack was performed on 24 October 1937—a very wet Sunday afternoon—in the presence of an assemblage of, say, three hundred people, who braved the inclement weather. The Kitsilano Boys Band played the National Anthem, "God save the King," as the flag was slowly hoisted; afterwards, "Rule Britannia," etc. The Sea Scouts, about forty, were in uniform; the Legion of Frontiersmen were also present. The Rev. Mr. Leighton of the Seaman's Mission led the prayers, and his white surplice was so wet that it clung to him like a tight skin. His Worship Mayor Miller made a short address; also Park Commissioner E.G. Baynes, and Commander Donaldson, R.C.N.V.R.

It was a very pretty ceremony. Photographs of it are preserved in the City Archives.

Commander Donaldson said the top half of the mast was not the original one with which the *Vancouver* left England. The original was broken off in a storm so severe—Atlantic—that the original snapped off.

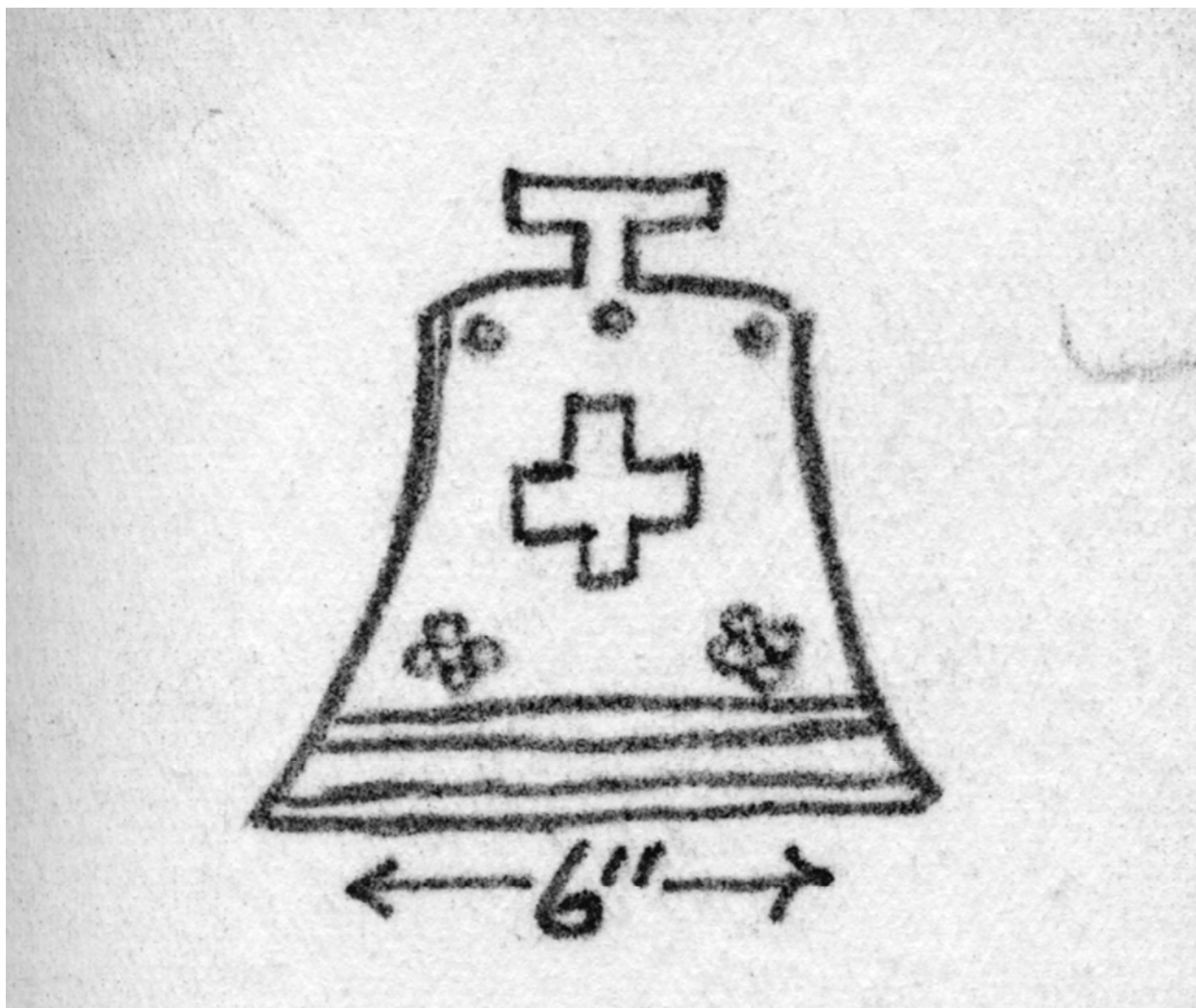
JSM

## **THE HUDSON'S BAY SHIP *BEAVER'S* BELL.**

Memorandum of conversation with Mr. W.G. Ashthorpe, 8008 [8020] Shaughnessy Street, Marpole, evening of 10 November 1937.

Mr. William G. Hof, fuel oil superintendent, Imperial Oil Limited, Vancouver—a very reliable man—was kind enough to mention to me that Mr. Ashthorpe had a bell which came off the *Beaver*, and, by arrangement, drove me out to his home last evening.

Mr. Ashthorpe is an old and valuable employee of the same firm. He was the first, or nearly the first, attendant of the first gasoline service scow, or float, on Burrard Inlet, established by the Imperial Oil Limited in Coal Harbour some time about the middle of the Great War, and for years did a very slender business, so little as scarcely to justify its being kept there. Mr. Ashthorpe had plenty of time on his hands, and so became acquainted with the squatters at that time still resident on the eastern shore of Stanley Park, almost opposite Deadman's Island, where they, or their predecessors, had lived since the early days. One of these squatters was Jimmy Dunbar, and Jimmy was married. Both Mr. and Mrs. Dunbar were well known to Mr. Ashthorpe, and esteemed him. Mr. Ashthorpe is now in charge of the fuel oil tanks at the foot of Main Street, known as the "Grand Trunk oil tanks."



Item # EarlyVan\_v4\_020

Mr. Ashthorpe showed me the little bronze bell, and said, "I used to be attendant on the Imperial Oil scow in Coal Harbour, and Mrs. Dunbar told me that Jimmy took it off the *Beaver*. After she died, it was brought to me, together with some pieces of wood from the *Beaver*, on the scow. I was told that Mrs. Dunbar had said that she wished me to have it. I knew the bell well, had seen it many times previously. I had a lot of wood given me at the same time; two knees from the *Beaver*, and other wood from her, but somehow, whilst I was absent, someone threw it overboard, not knowing what it was, and I saved this piece only" (a piece about 24" x 2" x 12".)

Major Matthews: How could a bell with the date "1878" be the original ship's bell?

Mr. Ashthorpe: "I have no idea. All I know is that Mrs. Dunbar told me that her husband, Jimmy, took it off the *Beaver*; it was undoubtedly off the *Beaver*, but beyond that I have no knowledge."

Major Matthews: Do you suppose that when the *Beaver* was sold by the Hudson's Bay Co., that they removed the original bell, and this is a bell which was picked up by her new owners at some ship chandlery in Victoria, or somewhere, when the *Beaver* was converted into a tug boat?

Mr. Ashthorpe: "I have no idea; perhaps so."

The bell is of bronze, about six inches wide at mouth, about six inches high, and bears the words, "1878," "SAIGNEI-EGIER," "CHIANTEL," "FONDEUR"; has two Maltese crosses, twelve marguerites, and four other ornamentations in raised moulded bronze. It was intended to be hung by a strap for which a "ring" about three inches long by half inch wide is provided.

J.S. Matthews  
10 November 1937.

**MEMO OF CONVERSATION WITH MRS. JENNIE BECK (MRS. N.D. TILLEY BECK), 1568 WEST 12<sup>TH</sup> AVENUE, OVER THE 'PHONE, 20 APRIL 1937.**

Mrs. Beck is employed in the Day Nursery of the Welfare Association.

Mrs. Beck said: "No, I do not recall the arrival of the first train, May 23<sup>rd</sup>, 1887; I was too young; you see, my brother was eight years older than me. People expect me, as the sole remaining member of our family Vancouver to recall all about the first telephone central in my father's store, but I do not recall anything about it. Mother died in 1931.

"Father, I think, was on the first government survey of a route for the C.P.R. over the Rockies, but I was not more than 18 months old, about, when the first train arrived."

S.T. Tilley's famous stationery store and telephone central was at 10 Cordova Street (west of Carrall Street), and it was there that W.H. Gallagher, now sole spectator living of the first meeting of the first City Council, got the pad of stationery on which the minutes of that meeting were kept. See *Early Vancouver*, Vol. 1.

**HIS EXCELLENCY THE GOVERNOR-GENERAL, LORD BESSBOROUGH.**

At the Vancouver Pioneers' banquet, Georgian Room, Hudson's Bay store, 26<sup>th</sup> or 27<sup>th</sup> March 1934.

During the course of his speech: "The secret of happiness in old age is the contemplation of one's own work, and to see that it is good."

**MEMO OF CONVERSATION (OVER THE 'PHONE) WITH MRS. SIMON BLANEY, 1970 McNICHOL AVENUE, KITSILANO BEACH, WHERE SHE HAS RESIDED FOR MANY YEARS, 2 AUGUST 1938.**

**MR. AND MRS. S.J. RANDALL. MOODYVILLE SAWMILL.**

Mrs. Blaney said: "Father" (Squire Jones Randall) "was master mechanic at Moodyville Sawmill; Mother, née Rebecca Whitney, daughter of William Whitney, was the youngest of a family of twelve, pioneers of Oregon. Father came out from England to Oregon; he died in Vancouver on or about 13<sup>th</sup> June 1915."

**FIRST ELECTRIC LIGHT.**

"Father came to Moodyville, first in or about 1870; then he was up and down many times from Moodyville to Oregon, and finally in 1881 came permanently. We, that is Mother, did not come until 1882 because there was no place for us to stay; then they built the house for us next door to the Patterson family; we had known them in Oregon.

"Perhaps, as Fred Patterson and his sister, Mrs. Crakanthorp, say, Father did install the first electric light on Burrard Inlet at Moodyville; very likely. Yesterday I asked my brother-in-law, Mr. Wight, 'Who installed the electric light at Moodyville?' and he said, 'Your father did.'"

**S.S. MAGGIE. POINT ATKINSON.**

"What your directory of 1885 says about the mill working at night is quite true; I know they worked at night. And Father installed the engines in the first steamer built on Burrard Inlet; I don't know what her name was; it may have been the *Maggie*, I don't know, and he installed the first foghorn at Point Atkinson; the present one is the second one. You see, Mr. Erwin, the lightkeeper, and our family, were such friends."

#### **EARLY TELEPHONES IN NORTH VANCOUVER.**

"And I recall he put up a little telephone from our house to the machine shop, but that was in recent years—about 1896, I should think."

#### **ANCIENT ORDER OF UNITED WORKMEN.**

"Yes, Father was a member of the A.O.U.W. until his death. The order was a very early one on Burrard Inlet; it is a strong order. Father was a great rifle shot, too, because I remember they would not let him shoot any more—he won too many turkeys."

#### **JACK FANNIN. ELASTIC SIDE BOOTS.**

"Yes, that photo you have is Father sitting down and Mother standing beside him. He is wearing elastic side boots; I imagine Jack Fannin made those boots. I know Father had a pair of Jack Fannin's famous boots." (See A.A. Langley narrative of 20 February 1936, re Jack Fannin's ten dollar boots.)

"My sister Nellie is Mrs. James Wight—he came here in 1889, and is now 80—and my brothers, John William, now Canadian Immigration service, born at Moodyville in 1888; George Edward, superintendent of engineering department, B.C. Marine Railway, born Moodyville, July 27<sup>th</sup> 1886; and Ernest James, born Vancouver, 1900—he had an accident ten years ago, was 'laid up' four years, and is now in the City Fire Department, has been there seven or eight years. All have children except John William."

#### **MEMORANDUM OF CONVERSATION WITH MR. EDGAR BLOOMFIELD, 2111 GRANVILLE STREET, VANCOUVER, 10 DECEMBER 1935.**

[Conversation] whilst conveying ten oil paintings of early Vancouver, painted by himself, to the City Archives, he having donated them to the city.

#### **HASTINGS STREET AT CARRALL.**

City Archivist (JSM): Mr. Bloomfield, how deep do you think Hastings Street has been filled in here in front of the (temporary) City Hall?

Mr. Bloomfield: "Quite a bit; I should say about eight feet."

#### **HASTINGS STREET AT ABBOTT STREET. WOODWARD'S DEPARTMENT STORE. HASTINGS STREET CREEK. SNIPE.**

"Why, I recall quite clearly the swamp was at least that much below the present level of Hastings Street at Woodward's department store; a little creek ran down from up Victory Square way. You could always rely upon getting two or three snipe in the swamp where Woodward's department store is; good big fat ones, too."

Note by City Archivist: The northwest corner of Abbott and Hastings was, as late as 1900, very wet and swampy, and prolific in spring in the yellow blooms of skunk cabbage. The creek is probably that mentioned by John Henry Scales as the one beside which, in 1869, he built a grate of stones on which his mother heated water for washing. (See *Early Vancouver*, Vol. 3.)

Mr. Bloomfield died about 1936-7.

#### **ACCORDING TO MINUTES OF BOARD OF HEALTH SEARCHED FOR ME BY MR. FISH, OF THE STATISTICS DEPARTMENT, VANCOUVER GENERAL HOSPITAL, 1936.**

Miss Crickmay was appointed matron, vice Mrs. Roberts (the first matron), about 1 November 1888.

The whole staff was discharged in a body on 10 August 1889.

Mr. Fish says the records are not very "intelligent," and that is why he says he thinks it proper to use the word "about" November 1<sup>st</sup>; it may have been a day or so earlier or later.

J.S.M.

**CITY ARCHIVIST'S OFFICE**

City Hall,  
Vancouver, B.C.  
3<sup>rd</sup> May, 1937.

**ARRIVAL, FIRST TRAIN IN VANCOUVER, 23<sup>RD</sup> MAY 1887.**

**BLUE RIBBON ACROSS THE TRACK.**

(Please add to list of comments made by survivors living in 1937, sent you recently.)

**EXCERPT:**

Letter W.E. Boddington, 22 Riverview Mansions, Balmoral Place, Winnipeg, Man., 24<sup>th</sup> April 1937 (Boddington file) to City Archivist.

"A BLUE RIBBON WAS STRAINED ACROSS THE TRACK, AND AS SOON AS IT WAS BROKEN BY THE IMPACT OF THE ENGINE: A LOUD HURRAH WAS RAISED BY THOSE PRESENT."

Note: this comment is interesting as the first mention I have ever seen anywhere of a blue ribbon being stretched across the track at the foot of Granville Street as the first transcontinental passenger train entered "Vancouver."

J.S. Matthews.  
City Archivist.

**BELCARRA AND "BOLE'S RANCH."**

Excerpt: Letter, 6 May 1937, Mrs. P. Hampton Bole, P.O. Box 1193, Vernon, B.C. to Major Matthews, City Archivist. (Mrs. Bole is daughter-in-law to Judge Bole.)

The whole site, that is Belcarra proper, was an Indian camping ground years ago; then came Steve Decker, and a man named John Hall, who married a squaw. This Hall used to go off on periodical drunks, and one day came home in this condition, and threatened to beat up his wife. The mother of this woman stood up to him, which infuriated him and he reached for his gun. The two women ran to a canoe, nicely got into the water when a shot rang out, and the wife was hit. She died later, and the mother, who continued on her way, laid a charge of murder against her son-in-law.

Judge Bole was commissioned to defend Hall, who paid the Judge part of his fee in a deed to this property.

Sometime after this the Judge named it "Belcarra," being Irish for "The Fair Land on which the sun shines."

100 and some odd acres were in the tract, I believe.

Hall was sentenced to go many years—manslaughter charge—but was let out before serving his full sentence.

**MEMORANDUM OF CONVERSATION WITH MISS FRANCIS ANNE ("FANNY") BOULTBEE, JERVIS STREET (DOUG. 1707L), 16 DECEMBER 1937.**

Who very kindly called for a visit to the City Archives this afternoon, and was accompanied by Mrs. (Colonel) F.W. Boulton, and Mr. J.G. Boulton, of 555 Howe Street; all remained until the closing hours.

**JOHN BOULTBEE.**

Miss Boulton said, "John Boulton came from Portage La Prairie, where he had been from 1882 to 1885; then he went to live in Tacoma, Washington, for six months or so, and then came on to Vancouver with his brother-in-law, Charles Gardner Johnson.

"Mrs. Boulton" (his wife) "and the three children, William Washington Boulton, Helen, and Kathleen, came with him. Mr. John Boulton lived in a big two-storey house opposite St. Luke's Home on Oppenheimer Street." (No. 330 Oppenheimer Street.)

"John Boulton's father was Washington Boulton, who married Miss Eliza Bourne at Port Stanley, Ontario" (Church of England), "and they lived at Thornvale, Ancaster County." (Hamilton, Ontario.) "No. They were not U.E.L.

"Washington Boulton had ten children; the whole story of the family is in a printed book which I will lend you; it goes back to the early eighteenth century.

"John Boulton died in 1906, I think about April 6<sup>th</sup>, at Rossland, and is buried in Mountain View.

"I don't know how the name Washington appears so frequently in the Boulton family; nearly all the men had it.

"Mrs. Washington Boulton, John's mother, Mrs. Philips and Mrs. Benwell, and W.A. Boulton, who was killed in the Great War, came to Vancouver in 1887."

### **F.W. BOULTON.**

(Lieut.-Col.) "F.W. Boulton came to British Columbia in 1885; he was building snow sheds on the Canadian Pacific Railway, and when they were finished he came to Vancouver; when I came in 1889, he was working in the City Hall" (Water Department.)

### **MISS FRANCES ANNE BOULTON.**

"I came out to Vancouver in 1889, stayed two months on a visit, went back to Toronto, then came out again in 1893, and stayed for good."

### **GEORGE BLACK'S. HASTINGS, BURRARD INLET. CEDAR COTTAGE. HASTINGS ROAD.**

"Picnic; we all went to George Black's for picnics; there was a great big field there. Everyone went there, for the cricket matches and athletics, used to drive down the old Hastings Road, with the trees folded over above so as to conceal the sky. I recall Cedar Cottage; Mr. Thynne of Thynne and Wilson had a market garden there, and we drove right through the woods to reach it. Mr. Walker sold it about two years ago."

### **MEMO OF CONVERSATION WITH MRS. RUBY M. BOWER, 1915 HARO STREET, 26 AUGUST 1936.**

Daughter of Benjamin Springer, manager, Moodyville Sawmill, and Mrs. Springer, previously Mrs. Richards, second teacher at the Hastings Sawmill School.

### **MRS. MARY CAPILANO.**

"'Old Mary' thinks she is 104, but I don't think she can be; I think she must be about 88 or 90. She used to wash for us, and she was a comparatively young woman then; I was born in 1882. I had not seen her for years. I was over at Capilano at a party, and recognised the face; she has not changed much. I talked to her, and she told me she was selling baskets in the 'West End' to make some money; she remembered doing our laundry; I don't think she is even 100."

### **MEMO OF CONVERSATION WITH MRS. RUBY M. BOWER, NÉE SPRINGER, AT THE VANCOUVER PIONEER ASSOCIATION PICNIC (S.S. PRINCESS JOAN) TO NEWCASTLE ISLAND, 14 JUNE 1939.**

### **FIRST PIANO ON BURRARD INLET. MRS. BEN SPRINGER, MOODYVILLE. MRS. RICHARDS, SCHOOL TEACHER. MRS. GEORGE A. WALKER.**

Mrs. Bower said: "My mother had the first piano on Burrard Inlet, and I am told that Mrs. George Walker has it now, a little black thing, just a little thing, black, and said to be ebony, but I don't know if it is ebony or not." (Not the Walker piano.)

Major Matthews: Did your mother (formerly Mrs. Richards, school teacher, of Hastings Sawmill School, who afterwards married Benjamin Springer, manager, Moodyville Sawmill Co.) buy it

from Capt. and Mrs. Schwappe, master of the Barque *Whittier*, part of the cabin furniture, a ship's small piano? (See Crakanthorp narrative, *Early Vancouver*, Vol. 3.) We have photographs of Capt. and Mrs. Schwappe in the City Archives. (Photo No. P. Port. 118, N. Port. 137.)

**FIRST TENNIS COURT? BENJAMIN SPRINGER DIARY.**

Mrs. Bower: "I don't know, but I do know that Mother had the first tennis court on Burrard Inlet, over at Moodyville, beside the 'Big House,' our house; Mother had it made."

Major Matthews: Do you know that we have just received the minute books of the "New Westminster and Yale Pilotage Authority," 1879, which became the Vancouver Pilotage Authority, lasted until 1919, and was the beginning of the Vancouver Harbour Board, now the National Harbours Boards. It is full of your father's signatures.

Mrs. Bower: "I have Father's diary; it is written, and in good order."

Re: tennis lawn at Moodyville, see photo P.Bu.2 and P.Out.209.

**HASTINGS MILL SCHOOL. BEN SPRINGER OF MOODYVILLE. THE SECOND SCHOOL TEACHER (MRS. SPRINGER.)**

Mrs. Ruby M. Bower is a daughter of the second school teacher at the Hastings Sawmill School. Her mother was (Mrs. Richards afterwards) Mrs. Ben Springer (manager of the Moodyville Sawmill's wife.) See Crakanthorp in *Early Vancouver*, Vol. 3, about her purchasing the first piano in Vancouver from the master of a sailing ship at the Hastings Mill.

**MRS. PATTERSON.**

Of Mrs. John Peabody Patterson, the "Heroine of Moodyville," first nurse (practical) on Burrard Inlet (before hospitals and doctors), 1873, Mrs. Bower said: "I recall her; she was a good woman; she brought all we children into the world."

**[LETTER FROM J.H. BOWMAN.]**

May 25, 1937,  
4676-5<sup>th</sup> West,  
Vancouver, B.C.

J.S. Matthews, Esq.,  
City Archivist,  
City Hall.

Dear Sir:

Replying to your favor of the 19<sup>th</sup> inst. in reference to the opening of our Stanley Park, Oct. 1889 by the then Gov. General Lord Stanley and in furtherance of your conversation with Mr. Baynes one of our well and favorably known Park Commissioners. I may say yes I can tell you about the arch built at this end of the causeway entrance to Stanley Park just to the right of Georgia Street, but as for the stone cairn, I have no recollection of this or have I ever heard if there was such a things.

In reference to the arch of which I am enclosing a sketch from memory and also of which I have seen a picture in a book that I think belongs to friend Baynes.

The arch was designed by a very young architect, at this time, by the name of Eveleigh, who like myself has now grown much older and is now the Secretary of our Architectural Institute and who I think would be able to give you some more information in this same regard.

J.W. Horne was the city councillor who appeared to be a committee in charge of the work, Mr. Charles Hilliar, the contractor, and the writer of this, a young leading hand, with Will Horrie and Ed Baynes his helpers. Since when the well known building firm of Baynes & Horrie. Our work consisted of erecting this a memorial arch with the name Stanley Park subscribed

thereon. It was erected upon two large cedar logs about 10 ft. high by four or five ft. in diameter placed one on each side of the causeway. The two towers or uprights on these logs being built of 2 x 4 studding about three ft. square by about fifteen or so ft. high, which in turn was close boarded and treated by an ornamental rustication of small cedar poles cut and nailed on horizontally all the way up, between which the arch was sprung or formed and upon which the lettering forming the words "Stanley Park" were cut out of round small cedar poles and nailed to place.

And here is where I must pause a little and toot my own horn. I was very proud of this lettering as I had cut and formed them and always felt they were of right shape and good proportion. The towers on each side were further treated on top with cedar poles pyramid shape and two small flag poles, to which of course flags were flown.

This arch stood for a number of years at the entrance of the park and was considered quite an ornamental rustic feature, but which of course due to time and traffic considerations had to be finally taken down to make way for things of a larger concept.

Trusting the foregoing will give you the desired information and willing to be of any help in regard to matters of early days in this or other regard, I am

Yours

truly,

J.H. Bowman

4676-5<sup>th</sup> Avenue,  
Vancouver, B.C.

#### **MEMORANDUM OF CONVERSATION WITH THOS. W. BOYD OF 1203 WEST BROADWAY, 9 FEBRUARY 1938.**

Partner of the pioneer contracting firm of Boyd and Clandenning, a tall well-preserved gentleman of great age (he was 80, 8 January 1938) who kindly called at the City Archives for a chat. (See James Clandenning, alderman 1895-1896; see Boyd and Clandenning, Council minutes, 1886.)

#### **C.P.R. TOWNSITE. CLEARING THE FOREST. C.P.R. CONSTRUCTION.**

Mr. Boyd says: "I came to Gastown in 1884. I had worked for the C.P.R., and was one of the first to get to the Columbia River—from the west, in the winter of 1884 and 1885. It was in that winter, 1884-1885, that we were building a wagon road, a tote road we called it, from Eagle Pass, now Sicamous, to the Columbia River bank opposite what is now Revelstoke.

"I was a young fellow of twenty; there was snow on the ground, and it was some time between the 1<sup>st</sup> and 15<sup>th</sup> of November 1884 that we reached the west bank of the Columbia River, and there was a tent on the other side, the east bank, of the engineers; that was all there was, nothing else, just a tent; we had come from Eagle Pass" (Sicamous.)

"That was the month before Christmas 1884, and I know that it was, because we spent Christmas in the tie camp at Blind Bay on the Little Shuswap Lake, and had lots to eat; it is the fact that we had been short of food, and then got lots to eat at the tie camp, that impresses the date on my memory.

"There were about one hundred men, working on the tote road from Eagle Pass to the Columbia River, and we were building about a mile a day, and the teams could not keep up. The road was so bad, and it was raining all the time, and what with the blowing of the stumps, and the great holes thus made, and the teams getting into those holes, we got short of food, but we did not blame the teams; they did their best; it was a difficult situation."



### **GRANITE CREEK.**

"Well, we went back to the Little Shuswap, and to Blind Bay for Christmas, 1884, and got lots to eat, and enjoyed it. We stayed at the Camp all winter 1884-1885 getting out timber for bridges, and then I cut my foot with an axe, and came down to Westminster about August 1885; no doctor, just wait until it healed; I didn't go back, but went over to Vancouver Island to help build the island railway; did not stay long, and was back in New Westminster in October 1885, and went up to Granite Creek, where there was a gold boom; we thought we were going to make our fortunes in two weeks. I stayed about two weeks, and then came back to New Westminster for Christmas 1885."

### **VANCOUVER IMPROVEMENT CO. C.P.R. TOWNSITE. HARRY ABBOTT. L.A. HAMILTON. J.W. STEWART.**

"Then Harry Abbott came out as general superintendent; L.A. Hamilton came too, and J.W. Stewart, he was just a boy, and I think went back to the States to college. Harry Abbott called for tenders to clear and slash the C.P.R. Townsite. The Vancouver Improvement Company had been organised five or six months. They had east of Carrall Street, and the C.P.R. west of Carrall Street; the Vancouver Improvement land was pretty easy clearing; the Hastings Sawmill had already done some of it.

"We put in a tender for twenty-six dollars an acre to cut and slash as far west as Burrard Street; Hugh Keefer had a tender in, but we were the lowest; we were to cut the trees down and slash. Then they asked us to cut the limbs off the trees, and put on two dollars more, \$28 in all.

"We were to cut all down, and slash D.L. 541 for the C.P.R.; \$28 an acre, for cutting down everything that was, and cutting the limbs off the trees. How did we cut it down? Well, we did anything, the idea was to get it down: smash little trees with big ones; anything, but get it down. There were some specifications we had to observe; for instance, to lay all the trees, as far as was possible, one way, that is, we fell one tree north and the next south, so that they all lay in a general direction; it would be easier to handle afterwards than if they were crossed; we did the best we could in that respect."

### **"NORTH AMERICAN CHINAMEN." CLEARING THE FOREST. THE GREAT FIRE.**

"All axes those days; not so many saws as now; not so many 'North American Chinamen' around." (Note: i.e. Eastern Canadians.) "Then, afterwards we had got the cutting and slashing; after the 'Fire' of June 13<sup>th</sup>, they gave us three hundred dollars an acre for close cutting and clearing everything off so that the fire would not run over it again. You see, the main big fire of June 13<sup>th</sup> was caused by so much rubbish on the ground."

### **PLANKING STREETS, ETC. GRANVILLE STREET. HASTINGS STREET. PENDER STREET. CORDOVA STREET.**

"Then, after we had done the clearing contract, we had the contract for clearing Cordova, Hastings and Pender from Carrall to Burrard, all between Pender and Cordova, right down to the C.P.R. station, and also clearing Granville everything off right down to False Creek. McGillivray planked Hastings Street, but we had the sidewalks."

### **GRANVILLE STREET SOUTH. CENTRE STREET. SHAUGHNESSY.**

"Then, we first graded Granville Street South from False Creek to Ninth Avenue" (Broadway) "under Lawson, the city engineer, and had trouble over the level crossings. Lawson wanted the crossings of the cross avenue level, so that you went up the hill by steps, as it were, but Tracy, the city engineer after him, altered that, and made the crossing on the rise, so as to make the grade easier for the horses. I don't remember going any further than Ninth Avenue."

### **FAIRVIEW. NORTH ARM ROAD. MAGEE ROAD. JOHNSON ROAD.**

"Then we did a lot of dyking at Matsqui, and elsewhere. In 1909, from Fourteenth Avenue to the south was nothing but a sixteen foot road the stages could travel on. Frank Bowser was reeve at the time, and Point Grey municipality had lots of money, and we graded the North Arm Road" (Granville South) "as far as Magee Road" (49<sup>th</sup> Avenue) "and then turned down the Magee Road as far west as the Johnson Road; graded the whole sixty-six feet."

Note: a map of Vancouver (presented by H.R. Bray), issued by A.W. Ross & Co., real estate (Ross & Ceperley) in 1886 or 1887, shows a trail, commencing on the shore of False Creek, about 250 feet east of Centre Street (Granville Street South) and proceeding sinuously along the western crest of a deep ravine with creek in bottom, finally terminates—on the map—where the trail crosses Tenth Avenue at what is now Granville Street South.

It was near the mouth of this creek—between Hemlock and Granville streets, that there was a logging dump, and it was here that L.A. Hamilton, who surveyed the street system of Vancouver in 1885, had a camp.

This trail, considered romantically, could be accepted as the first form of the present busy thoroughfare known as Granville Street South. It has been said that by means of it, it was possible to reach the North Arm, although the connecting logging trails have been more or less lost to record. J.S.M.

### **CROWS NEST PASS RAILWAY.**

“Afterwards we helped construct the Crows Nest Pass Railway in 1895, with W.H. Armstrong; then we built the first bridge across the river at Westminster; Bob Armstrong and W.H. Armstrong; and fifteen miles of the Pacific Great Eastern Railway; and fifteen miles of the Canadian Northern Railway at Louis Creek, North Thompson, and then I got tired, and the war came on, and I was sixty years old, and I had put up buildings and buildings, and now they are not worth anything, nor the land either, and you cannot say anything about it.”

### **GENEALOGY.**

“My name? Thomas Henry Boyd, born Colchester Co., Nova Scotia, sixth January 1867, married Louisa Fulmore in Montréal, 1893, at old Dr. Campbell’s house. We have one daughter, she is single, born in Vancouver in 1896; one daughter, Mary, died in 1895. Mrs. Boyd is still living.”

Mr. Boyd died 31 July 1938. Endeavours to have this narrative revised before his death were not successful. J.S. Matthews.

### **FIRST BRICK BUILDING IN VANCOUVER.**

#### **EXCERPT, *VANCOUVER HERALD* (WEEKLY), 3 SEPTEMBER 1886.**

“Vancouver,” Caption, 5 cols.

Pleace and Co. hardware merchants, had a brick building recently erected on Powell Street to meet their increased business. It was the first brick building put up in Vancouver, and was built by Mr. James Baxter.

Note by JSM: Afterwards Oppenheimer Bros. warehouse, and used as “City Hall” accommodation whilst the first City Hall was being built, approximately September 1886; now, on 1937, the paint warehouse and office of Henry Darling & Son Ltd., paints, 28 Powell Street.

#### **SAME PAPER, 31 DECEMBER 1886.**

“Vancouver,” caption, continued from first page.

Templeton & Northcott, after the fire, commenced the erection of a two story brick building on the site of their former store on the corner of Carrall and Hastings Street. It was the second brick building completed in the city.

#### **EXCERPTS, *VANCOUVER WEEKLY HERALD*, 12 FEBRUARY 1886, No. 5.**

Advertisement.

#### **TENDERS.**

Sealed tenders for underbrushing portions of Lot 185, from FIFTY (50) ACRES AND UPWARDS, to FIVE HUNDRED AND FIFTY (550) ACRES, will be received by the undersigned up to 12 o'clock noon of Saturday, Feb. 13<sup>th</sup>, 1886.

Specifications can be seen at the Brighton Hotel, Hastings, B.C.

Lowest or any tender not necessarily accepted.

Address all tenders to

S. BRIGHOUSE, Vancouver, P.O.  
Burrard Inlet.

“Local items.”

The land for which Mr. Brighthouse is asking tenders for underbrushing is known as Lot 185, adjoining the old Granville townsite on the West, and lies between False Creek and Burrard Inlet.

Note by JSM: it does not *adjoin* old Granville townsite.

### **BRITISH COLUMBIA OIL REFINERY, PORT MOODY.**

This refinery, the first establishment in British Columbia for the refining of petroleum oils—a very small establishment, and not very efficient—was established on the site of the first C.P.R. station at Port Moody. The site of the first C.P.R. wharf, where the first train stopped, 4 July 1886, was used to reconstruct there a new dock, the old C.P.R. one having fallen down. It is my recollection that the old C.P.R. station building, shown in many photos as in use on that famous day, 4 July 1886, was used as a sort of office for the refinery, whose main office was in Vancouver or New Westminster. J.A. Cunningham, son of the well-known Cunninghams of New Westminster (hardware merchants), was the manager and moving spirit. The tanks were on the hill above the C.P.R. tracks. They refined black oil only which had been “topped”; made skid oil, a little fuel oil, distillate, and I think petroleum asphalt. They did not market gasoline or the lighter oils such as coal oil. They sold lubricating oils which they imported in barrels by steamship from California, did quite a nice little business in a small way.

About the same time the Imperial Oil Company Limited established a bulk storage plant for gasoline, kerosene, and fuel oils at Impoco, which they subsequently pulled down when loco was established.

See *Saturday Sunset* (a weekly paper published in Vancouver) of 25 March 1909, which says the refinery is starting to operate. It is filed under “Schools” (since 1900).

### **MEMO OF CONVERSATION WITH MRS. A. BROWN, 1637 DAVIE STREET, SEYMOUR 1781L, 7 MAY 1936.**

#### **LOUIS GOLD OF THE “GOLD HOUSE.” GRANVILLE, BURRARD INLET.**

Mrs. Brown said, over the phone, “I knew Mr. Gold in England in 1888 quite well; he was always talking about his wonderful Vancouver. He was in the furniture business, and in quite a large way; he had a place near the Victoria station, London, and he also had a place of business in Liverpool. He was importing furniture into Canada. That was the time that printed oil cloth first came out; they made a great deal of it at St. Helens, and he was shipping it to Canada; I believe he made the first shipments.”

### **MEMO OF CONVERSATION, OVER THE PHONE, WITH MRS. A. BROWN, 1637 DAVIE STREET, 8 JUNE 1936.**

#### **LOUIS GOLD. EDWARD GOLD. MRS. EMMA GOLD. “GOLD HOUSE.”**

A voice of the phone: “This is Mrs. Brown speaking; you know I wrote you the other day about Mr. Gold. Thank you for your reply.

“Yes. I know. You cannot say anything; I never did anything, but we lived together for seventeen years, and deserted me with four children; I was only eighteen years old when I married him.”

City Archivist: Well, did you marry him; was it a case of bigamy?

The voice: "Why, of course, I married him. For years I used to write his letters, but he always signed them; he was an illiterate man. I used to write them for him to 'Dear Mother and Eddie'" (the son); "I did not know it was his wife and son I was writing to, but I never did anything. He died in Kamloops."

This subject appears to have arisen through the publication in Vancouver newspapers, of the notices concerning the banquet given to the voters at the first election, 1886, and the mention of Edward Gold as one of them, which he was not, and did not attend the banquet, but it evidently raised in Mrs. Brown's mind a sense of injustice she is (alleged) to have suffered, or perhaps vindictiveness, at the hands of Eddie Gold's father.

J.S. Matthews.

## **MEMORANDUM OF CONVERSATION WITH THEODORE BRYANT, WHILST ON A VISIT TO VANCOUVER, 22 JULY 1935.**

Postmaster of Ladysmith, B.C. for many years, and son of the Rev. Cornelius Bryant, Methodist minister at the parsonage, Granville, B.C., from about 1878 to 1883.

### **GRANVILLE, 1878.**

We had before us a Photostat of a map of Granville, August 1885, made by the Sanborn Map Co., and once published in the *Vancouver Daily World*, about 1896 (souvenir edition).

"The small building touching the shore line in front of the parsonage and facing in a nor-northeast direction is probably the boathouse. I recall the place in 1878, and from the front of the parsonage to the boathouse was only a few feet; I could hop, skip and jump from one to the other. For a few feet to the east of the boathouse towards Portuguese Joe's place the shore was filled in with old slabs, and the tide came up to these slabs. The boathouse itself was above the tide, but we had a little sloped grating from the beach to the boathouse up which we dragged the boat, and it is here that young Robson probably fell through and had to be sawn out. Our garden was to the east of the parsonage and ran almost up to Portuguese Joe's store; it had a little fence around it, but in front of the house there was nothing but rubbish and bushes—it was several steps below the parsonage floor, because there were steps down from the parsonage to the few feet separating the boathouse.

"To the westwards along the beach was Isaac Johns place, and beyond that some bachelor shacks, and still farther, probably about the foot of Cambie Street, was a little clearing. There the Indians used to camp intermittently."

(Note by J.S.M.: John Henry Scales speaks of making a primitive fireplace of stones and iron bars beside a creek so that his mother could do her washing after heating the water in a boiler. This must have been close to the empty shed, deserted some years previously, which John Scales, his father, occupied with his family. It would be reasonable to suppose that the small clearing, which Mr. Bryant speaks of as being used by the Indians, would be beside a creek; probably the same creek as would be used by Mrs. Scales, and before her by the coal borers. This creek is known to have crossed Hastings Street beside the first Y.M.C.A. (Public Library—Hotel Astoria Building). It may be concluded that the coal bore, mentioned in Oppenheimer's report as being put down twenty years ago, was very close to the foot of Cambie Street.)

"As I remember Portuguese Joe's store, it was, in 1878, deserted, and, I think that Mrs. Gold opened a store there before they opened the Gold house. Joe's store was a very unpretentious building and he had a big sign on the water side, spread across the face of the building, with or without his name, advertising the fact that he sold groceries and general merchandise. On the water side, on the west corner of the building, was a sloping gangway which allowed him to haul his goods from the rowboats and into his store."

### **INDIAN CHURCH.**

"Father came with us to Granville in 1878, and stayed three years, but I cannot remember much about the Indian church excepting that the services were very irregular, but I presume it was still standing in 1881 and later, if Miss Thompson, daughter of the Rev. Thompson who followed Father, remembers using it as a playhouse.

"Between Sullivan's store and the Granville Hotel was a Chinese restaurant, and across the road or pathway, and on the edge of the beach, these Chinamen had a little float and some racks on which they dried fish.

"Beyond the foot of Carrall Street a trail ran between the four shacks shown on this map, and the shore, and led on to Hastings Mill; beside this trail, at a point now about the northeast corner of Carrall and Water, was a little deserted shack, not more than 12 x 20 at the outside, perhaps 10 or 12 feet high, and built of nondescript material—I think board and batten, but I forget—just a little bit of a place, and perhaps this was, as you suggest, Gassy Jack's first abiding place; it was just a bit of a shack, and, as I remember it, deserted."

**"HOLE IN THE WALL." EARLY ROWING CLUB.**

"Robertson's salon, known as the 'Hole in the Wall,' was back from the sidewalk some ten or twelve feet, it had been built some years back, and the platform in front of it was used to sit upon, and I seem to recall that, adjoining it—probably it was the same place as is shown in the photograph of 1882 as beside Dr. Master's office—where they kept a racing boat. George Black, Alec McLean and others used to do some rowing in races. Robertson went to England, and afterwards his wife and he lived in a house which, to me, seems to have been on what is now the southeast corner of Abbott and Water. I think that the Wilson's' first house was on the south side of Water Street, and not as shown in this map on the north side between the parsonage and Portuguese Joe; I remember nothing in 1878 between the store and the parsonage."

Signed "OK"—see original.  
Theo. Bryant  
6 May 1939

**GRANVILLE, BURRARD INLET. JOHN SCALES, 1869. COAL BORING, 1864 OR 1865. INDIAN CHURCH.**

Ladysmith,  
February 18<sup>th</sup>, 1936.

J.S. Matthews Esq.,  
City Archivist,  
Vancouver, B.C.

Dear Sir:

Thanks very much for your letter containing information about the Indian Church. I received quite a long letter from Ernest Robson a few days ago—give a few items from his father's diary of his stay at Granville in '80, I think the year was. He was hazy as to the Indian Church but as his stay was short that is not unusual. I may say re a previous letter re my father's picture, etc., I think I can get these in Vancouver. My late sister had quite a lot of his pictures and I expect to see you this spring or summer with something you can include in the Bryant folio. I read, I think, in the "Province" last fall a story by John Scales—I know him as a boy (that's me) in Nanaimo. It referred to his mother washing clothes at some stream that ran through Granville back in, was it, 1868 (or 1869.)

The only stream I remember was about a stone's throw west of the "Parsonage," and it dried up during the summer, and at best in winter was only a mere stream perhaps 8-10 feet wide; it had a couple of planks for crossing. I can hardly think it was used by whites as it was in that part where the Indians lived, yet it would be easily located on the map—I think.

Yours truly,  
Theo. Bryant.

Signed "OK"—see original.  
Theo. Bryant

6 May 1939

Note: this is the stream for which I have been so long seeking authentic information. Undoubtedly the stream mentioned by John Scales, it would no doubt be the one from which the coal borers drew their water prior to John Henry Scales building a little grate of stones so that his mother could heat water for washing; the Scales family possessed themselves of the coal borers' abandoned shack. This gives the location of the coal bore mentioned as being "near the Granville Hotel" in Mayor Oppenheimer's printed brown notebook. It must have run down—as other records state—under or beside the first Y.M.C.A. building on Hastings Street, now the Astoria Hotel.

J.S. Matthews.

Ladysmith, B.C.,  
May 22, 1936.

J.S. Matthews Esq.,  
City Archivist,  
Vancouver, B.C.

Dear Sir:

**PORTUGUESE JOE. METHODIST PARSONAGE. EDWARD GOLD.**

I am in receipt of yours dated 15<sup>th</sup> inst. re "Portuguese Joe" of Granville. I did not know Gregoris Fernandez nor any of their kind—or any of the Portuguese gents. Perhaps you could find something re this man's obtaining title to the property which was the empty store next to the Methodist Parsonage and on say Abbott Street corner—was empty when we arrived there in '78. I think Edward Gold's father opened a store there when we were there, perhaps Ed. Gold has some memory of this.

I read the Vancouver Jubilee Province last night—Dr. W.W. Walkem's name is mentioned as being there in early '70s. He came in '78 or '79 following a Dr. Siveright [*sic*] or something like that—it's phonetically spelled—he was a New Westminster doctor—W.W. Walkem of this place—Mayor of the town is his youngest and only living son. Perhaps he could give you some data on his father's days in Vancouver. He lived almost behind the old Hastings Mill Store, if you remember that place—there was an evergreen hedge in front of the lot. I knew the Doctor very well in after years around Wellington, Nanaimo, etc.

Hope to see you later in the summer.

Yours truly,

Theo. Bryant.

Signed "OK"—see original.  
Theo. Bryant  
6 May 1939

**MEMO OF CONVERSATION WITH THEO. BRYANT, 30 JUNE 1936, WHO HAS COME TO VANCOUVER FROM LADYSMITH TO PARTICIPATE IN THE GOLDEN JUBILEE FESTIVITIES.**

**"PORTUGUESE JOE." JOSEPH SILVEY. DOMINGO SILVEY. INDIAN CHURCH. GRANVILLE, BURRARD INLET.**

"Domingo Silvey owns the whole of Reid Island, Portier Pass, quite close to Chemainus."

(Looking at photo of Water Street, before the fire, 1886, taken from below Cambie Street, looking east; big stumps in centre of a street; forest in distance.) "That is Ike John's the custom officer's cottage, on the left here, and this gable end is the parsonage roof; the little building, with end only showing, between them, is undoubtedly the Indian church; I don't think there is the slightest doubt of it; there was not enough room for it to be anywhere else; at the back of the parsonage, and just to the east of this little

Indian church, we had a sort of shelter for wood piles, and that did not leave much room for anything else at the back of the parsonage.”

Ladysmith, B.C.,  
December 12<sup>th</sup>, 1936.

Dear Major Matthews:

I have seen in the “Province” a few days ago where Eburne Island had again been renamed as of yore—it was in 1880 that I, with my father, walked over to the North Arm to go to Lulu Island—to gather mushrooms—we got to Angus Fraser’s Log Camp that was not far to the right of the North Arm road—had dinner there—a good one just like they put up in logging camps, and while there, a bull team came along with a string of logs, there were 8 or 10 oxen in the line—from there we took a trail more to the right and came to the North Arm of the Fraser. The first time I had seen it—my father gave a call and soon Mr. Eburne came over in a skiff to Mr. Sexsmith’s farm—the place was covered with mushrooms, wagon loads I should say—Mr. Sexsmith and Mr. Eburne were friends of my father—That afternoon we reversed the course and came back to Granville, the same road—passing the Tea Swamp [*low land between Fraser and Main Street south of Kingsway*], as was known then—on our way in the morning we passed the turn-off to Jerico [*Jerico, may be merely poor spelling, but the earliest known spelling was Jerico*], it was just a trail out into the burnt timbers—must have been fires in that country many years before—a split cedar had been put in near the turn-off to Jerico—most likely as a mark to go by—it had been penciled on it quite a piece of rhyme—“If you go to Gas Town your money for to spend,” and many more lines probably put there by some lumberjack—I never went to Jerico.

I suppose you will have a fine new office in the new City Hall—will have to call in and see you early in the year—seen Domingo Silvey, asked him re pictures of his father, said he could not find it, but was looking further—may find one.

A Mrs. M.A. Elliott here, half breed, born in Yale B.C. may be able to give you some information re old times—I never spoke to her about Vancouver—she is over 70, I think getting the old age pension—if born in Yale at that time would be in the 70’s. She told me the man who made up her papers that her father was an Oppenheimer, which makes quite a Hebrew aspect to the case.

This is my busy time so must close with wishing you a very merry time at the holiday.

Sincerely,

Theo. Bryant.

Signed “OK”—see original.  
Theo. Bryant  
6 May 1939

**EXCERPT, LETTER, 30 DECEMBER 1936, THEO. BRYANT, LADYSMITH, TO J.S. MATTHEWS.**

**EARLY CEMETERIES. BROCKTON POINT.**

“I know nothing of the burial grounds at Brockton Point; I never saw any over there when a boy. I went and called on H. Hayden re cemeteries there, but he knows nothing; never saw any.”

(Note: merely illustrates that the Brockton Point graveyard was little more than a place in the trees “where they buried people.”)

**MEMO ON CONVERSATION WITH THEODORE BRYANT, LADYSMITH, B.C. (SON OF REV. CORNELIUS BRYANT OF GRANVILLE, BURRARD INLET) ACCOMPANIED BY HIS SON.**

**ST. JAMES CHURCH, 1881.**

Mr. Bryant said: "St. James Church on the beach was shingled with handmade shingles; I saw them make them; cut from cedar logs lying on the site of the church above the beach; cut with a great big draw knife; hard work too; big draw knife with two handles; the man sat on a bench with the section of cedar in front of him, and drew the knife towards him, and shaved them off."

**WRECK OF BARQUE BEACHED AT HASTINGS MILL.**

Theo. Bryant of Ladysmith has been writing the *Province* about a wreck beached near the old Hastings Mill. "I cannot remember her name, but she was a barque which broke her forefoot coming from Victoria, and was beached alongside of the Mill Store at Hastings Mill; lay there for several years until the beachcombers had nearly pulled her to pieces for the iron. She was there until 1878 or 1879, and the men who took the ship to pieces sold the little cannon to the Indians at North Vancouver; they" (the Indians) "used to fire them off once in a while."

"OK"—see original.

Theo. Bryant  
6 May 1939

**CANNON SHOT.**

Ladysmith,  
August 20<sup>th</sup>, 1936.

Major Matthews,

My Dear Sir:

I received yours yesterday, although you addressed me Nanaimo, see enclosure—it did not delay delivery. I got this shell today, it is very much corroded, about 3/8" rust on part of it, apparently hit fairly soft ground, the brass part is dented about 1/8 inch on each side, may have hit small stones. I have not seen the boy that found it to see locality—I own this property so I may say I can claim ownership.

The cap is cut a little hollow at point and a square hole in the centre, for, I presume, for opening to charge. Can't see any date on it as yet—there appears none on cap, which is brass, and a brass band about inch from the square end, is heavily rusted 1/4" deep about. Will try and get it photographed tomorrow—remember seeing one taken to New Westminster from Discovery Island about 1886—found on the beach there, the man was building the lighthouse which I see is being renewed this summer—it was about 3" one, and in excellent condition—it may have been newly fired, as the Esquimalt squadron was practicing in that area about those times—the ones used on the Indians were—round shot at the lower end of Keeper Isd., about 7 or 8 miles south of here—the navy knocked the houses to pieces of that small village. There used to be a round shot stuck in a maple tree near there some years ago, but I expect it has gone—as the place has changed ownership. I met an old Indian that lived opposite this village that gave a very graphic description of this bombardment. Don't know anything re the Electric Light at Moodyville—it would hardly be before '81 when we left there, I think.

Hope to be over later, will call and see the old photo of Gastown. Did you ever run across a school report of the old one-room Hastings school house?

Sincerely yours,

Theo. Bryant.

signed, see original.  
Theo. Bryant  
6 May 1939



## **MEMORANDUM OF CONVERSATION WITH MRS. ALBERT BURMAN, 18 JANUARY 1939.**

Mrs. Albert Burman, formerly Mrs. Robert Mee, widow of the locomotive engineer of the first train to reach Port Moody, 8 November 1885. Mr. and Mr. Burman graciously called at the City Archives for a chat; they reside at 2946 Ontario Street.

### **FIRST TRAIN, NOVEMBER 1885.**

Mrs. Burman said: "Mr. Mee" (her first husband) "was at the driving of the last spike of the Canadian Pacific Railway at Craigellachie on November 7<sup>th</sup> 1885; Lewis King, or 'Lew' King, as we called him, was his fireman, and together they brought the first train to Port Moody. Sir Donald A. Smith, Mr. Cambie and Mr. Abbott were on the train.

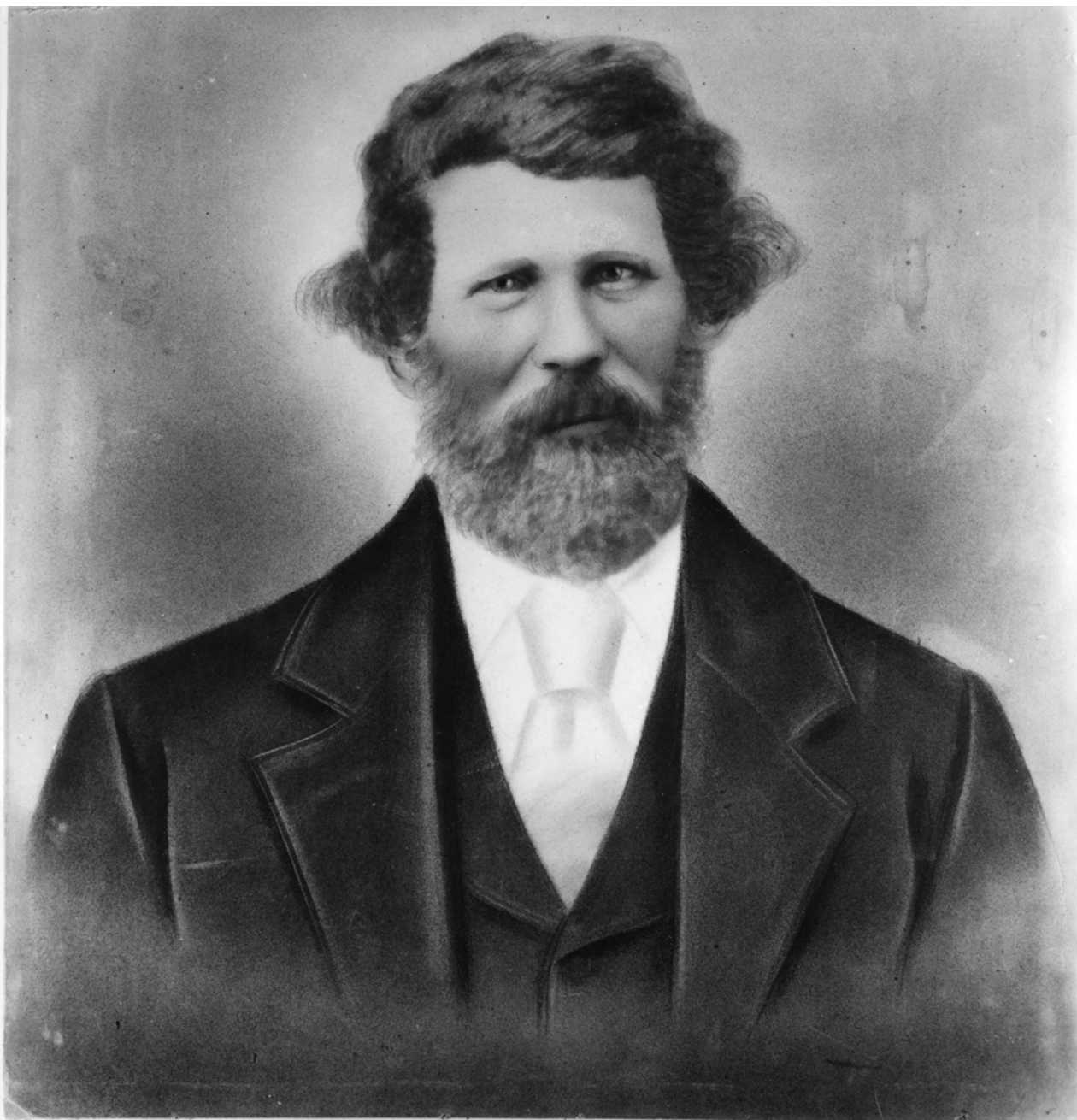
"Again, in July 1886, Mr. Mee was the engineer of the first passenger train into Port Moody, and Lew King was his fireman; that was the first official passenger train from Montréal." (Note: she is incorrect.)

### **ROBERT MEE. LEWIS KING. SAM SCOTT. W.H. "BILLY" EVANS.**

"Sam Scott was the engineer in charge of the first freight into Port Moody. To me, it is not understood, how Mr. W.H. Evans, who died last year, and who was so feted as the engineer who brought the first passenger train into Port Moody, July 4<sup>th</sup> 1886, can make such claims to do something it is obvious he did not do. If you will read Howay's *British Columbia*, Vol. III, page 1011, you will see what was printed in that biography both about Mr. Mee, my husband, and Mr. Lewis King, page 1090. You will see there as follows: 'He was present at the driving of the golden (?) spike, and was in charge of the engine which pulled the notable officials to Port Moody, then the terminus.'" (No mention of July 4<sup>th</sup> 1886 train.)

"It is a strange thing, but it was not until after Mr. Mee's death, that we ever heard of the story of Mr. Evans being the engineer of the first trains. Mr. W.H. Grassie, C.P.R. watchmaker for many years, and still living, was at Port Moody, and says he was not. Then another 'Billy' Evans, who was a marine engineer on the old *Beaver*, he says he was not; my husband never mentioned his name in connection with the train, but on the other hand, he always told me Mr. Lew King was his fireman. It is a strange story. Mr. Mee was born in 1849, and in 1885 must have been 36, a very proper age for a man to be an engineer, but Mr. Evans was born in April 1861, and in 1885 was merely 24 years old, and it seems strange that a railway company would entrust to such a young man the responsibilities of bringing the first transcontinental train into Port Moody."

Note by J.S.M.: An illuminating instance of pioneer disputes as to what actually did take place—due to the imperfect recording of earlier days. Actually, Mr. Mee, engineer, first official train, 7 November 1885. Mr. Evans, engineer, second official train, 7 November 1885. Mr. Evans, first transcontinental passenger train, 4 July 1886.



Joseph Silvey, of Granville, B. I.  
"Portuguese Joe," No. 1, 1836-1902.

An early settler, perhaps the first, who squatted on an unnamed beach overhung by lofty fir and cedar of a dense primeval forest, of a "Reserve" which in 1879 was in part surveyed into a townsite of six blocks and named "Granville," colloquially "Gas-town," now Vancouver, Canada. Of Scottish ancestry—his hair and beard were sandy—it is said, by his daughter Elizabeth that he was the descendant of a Scottish soldier who remained in Portugal after a war and that his proper name was Joseph Silvia Simmonds (sic), a son of a master mariner who owned his own vessel and sailed from New York. She says also that Silvia was "his mother's name." In British Columbia, his name has been spelt Silve, Silvy and Silvey. His father was John, his mother Francesca Macintosh, and he was born in 1836 on Piepika Island, Portugal. He died on his farm on Reid Island, 17 Jan. 1902, aged 66 years. He was a fisherman and a Roman Catholic. Joseph Silvey came to British Columbia with a group of men for the Hudson's Bay Company, Victoria, then sought gold in Carleton, and with four or five associates, escaped in a canoe down the Fraser river from hostile Indians. Arriving off Musqueam, North Arm, Fraser River, the sailors threatened with bow and arrow, but "Old Man" Chief Knap-1-lame forbade them, welcomed Silvey, who subsequently asked for Knap-1-lame's grand daughter, Khaalimahl, in marriage. The wedding of Joseph and Khaalimahl, granddaughter of the notable Indian chief and Sumasahl, one of his wives, was the first formal marriage ceremony on the site of the present city of Vancouver. At Musqueam, the groom and bride were placed side by side by Knap-1-lame and another chief, and declared man and wife. A palatine followed, and later, Silvey set out for his home at Tom Roberts in a canoe, his bride seated "in state" high upon a heap of gift blankets. Later they squatted on the shore of Burrard Inlet at the north end of the present Abbott St. His dwelling and saloon faced the inlet, and stood upon the present south east corner of Abbott and Water St. Lot 7, Block 2, O.G.T. He traded with the Indians and fished for dogfish and sold their oil to sawmills and coal mines. Here, before Granville was created, the first child of European parentage born on the site of Vancouver, his eldest child, Thorian Elizabeth, was born, 6 July 1868 or earlier year. Her marriage on 18<sup>th</sup> July 1883, incorrectly records her age as 20; she asserts it was 18, now Oct. 1943, to James Walker, 721 Cambie St. Josephine, her sister, (b<sup>o</sup> Steve Anderson) was born at Tasley Island, Howe Id., 1<sup>st</sup> Apr. 1872, and died in Vancouver, 23 March 1930 aged 57 1/2. "Portuguese Joe" (N<sup>o</sup> 1) sold his saloon in Granville, moved to Brew's Point, now Nine O'Clock Gun, Stanley Park, where he built the sloop "Morning Star" and conducted a licensed saloon. With his two daughters on board, he sailed the "Morning Star" to Shishaleh, (Seabell) where, 20<sup>th</sup> Sept. 1872, he married Lucy Kwahtematt. His daughter Elizabeth, a tiny girl, helped to build the "Morning Star" at Brockton Point. Numerous descendants use the family name spelt thus, Silvey.

This enlarged and colored photograph was graciously presented to City Archives, City Hall, Vancouver, by Mr. James Walker, nee Indian Elizabeth Silvey, 721 Cambie St.

J. S. Walker's  
City Archives  
2 Oct. 1943

Item # EarlyVan\_v4\_021

[photo annotation:]

Joseph Silvey, of Granville, B.I.

"Portuguese Joe," No. 1, 1836-1902.

An early settler, perhaps the first, who squatted on an unnamed beach, overhung by lofty fir and cedar of a dense primeval forest, of a "Reserve," which, in 1870, was in part surveyed into a townsite of six blocks and named "Granville," colloquially "Gastown," now Vancouver, Canada. Of Scottish ancestry—his hair and beard were sandy—it is said, by his daughter Elizabeth, that he was the descendant of a Scottish soldier who remained in Portugal after a war, and that his proper name was Joseph Silvia Simmonds (sic), a son of a master mariner who owned his own vessel and sailed from New York. She says, also, that Silvia was "his mother's name." In British Columbia his name has been spelt Silva, Silvia, Silvy and Silvey. His father was John, his mother Francesca Hyacintha, and he was born in 1836 on Piepika Island, Portugal. He died on his farm on Reid Island, 17 Jan. 1902, aged 66 years. He was a fisherman and a Roman Catholic.

Joseph Silvey came to British Columbia with a group of men for the Hudson's Bay Company, Victoria, then sought gold in Cariboo, and, with four or five associates, escaped in a canoe down the Fraser river from hostile Indians. Arriving off Musqueam, North Arm, Fraser River, the natives threatened with bow and arrow, but "Old Man" Chief Ki-ap-i-la-no forbid them, welcomed Silvey, who subsequently asked for Ki-ap-i-la-no's granddaughter, Khaal-tin-aht, in marriage.

The wedding of Joseph and Khaal-tin-aht, granddaughter of the notable Indian chief and Sumqwaht, one of his wives, was the first formal marriage ceremony on the site of the present city of Vancouver. At Musqueam, the groom and bride were placed side by side by Ki-ap-i-la-no and another chief, and declared man and wife. A potlatch followed, and, later, Silvey set out for his home at Point Roberts in a canoe, his bride seated "in state" high upon a heap of gift blankets. Later they squatted on the shore of Burrard Inlet at the north end of the present Abbott St. His dwelling and saloon faced the inlet, and stood upon the present southeast corner of Abbott and Water St. Lot 7, Block 2, O.G.T. He traded with the Indians and fished for dogfish and sold their oil to sawmills and coal mines. Here, before Granville was created, the first child of European parentage born on the site of Vancouver, his eldest child, Marian Elizabeth, was born, 4 July 1868 or earlier year. (Her marriage on 15<sup>th</sup> July 1883, incorrectly records her age as 20; she asserts it was 16); now Oct. 1943, Mrs. James Walker, 721 Cambie St. Josephine, her sister (Mrs. Steve Anderson) was born at Pasley Island, Howe Sd, 1<sup>st</sup> Apr. 1872 and died in Vancouver, 27 March 1930, aged 57 yrs 11 mo 27 d. "Portuguese Joe" (No. 1) sold his saloon in Granville, moved to Brew's Point, now Nine O'Clock Gun, Stanley Park, where he built the sloop "Morning Star" at Brockton Point. Numerous descendants use the family name spelt thus; Silvey.

This enlarged and colored photograph was graciously presented to City Archives, City Hall, Vancouver, by Mrs. James Walker, née Marian Elizabeth Silvey, 721 Cambie St.

J.S. Matthews  
City Archivist  
2 Oct. 1943

**MEMORANDUM OF CONVERSATION WITH MRS. MARY BUSS OF EGMONT, JERVIS INLET, B.C., IN THE CITY ARCHIVES OFFICE, CITY HALL, 29 AND 30 JUNE 1936.**

Very confused when compared with narrative of her half-sister, Mrs. James Walker.

Mrs. Buss is a daughter of Joseph Silvey of Gastown who, in 1868, applied for, and was refused, a lease of land on what is now Water Street, but subsequently, in 1870, acquired probably the first privately owned plot of land in what is now the City of Vancouver; he was known as one of the several "Portuguese Joes." She was born in Stanley Park, just across from Deadman's Island, 24 May 1877 (see *Early Vancouver*, Vol. 2); she has been married twice, has children living; is a stout woman with the characteristics of an Indian, and in this respect takes after her mother, who was a full-blooded Sechelt Indian; she cannot read or write, but is very clever at making Indian basketry.

She has come to Vancouver to witness the Golden Jubilee festivities of her native home, but has come without money, and is trying to sell Indian basketry of her own make to raise the small sum sufficient for her humble needs.

**“PORTUGUESE JOE.” JOSEPH SILVEY. MRS. MARY BUSS.**

Mrs. Buss: “My father, ‘Portuguese Joe,’ is commonly called Joseph Silvey, but his real name is Joseph Silvey Simmons; I don’t know how you spell it; it’s Simmons” (sic, perhaps Ceemans, Seamans; not Symons.) “He came from Pekaipika, Azores Island. In them early days, he was about 12 years old when left the Azores, he had a brother, Manuel, and they were going to make a king out of him, and he did not like it, and Manuel escaped. Manuel got on a whaling ship, and he got drowned. Then they were going to do the same thing with my father, ‘Portuguese Joe,’ and he got on a ship, and it maybe a whaler, and they got to Victoria, and there he got a canoe, bought it from the Indians, and went up the Fraser River to Kamloops for gold.” (Mrs. Walker tells a different story.)

“Then, when he had made his fare, he came back and went to California, and dug gold, and then he came back, and started his saloon in Gastown, and when the railroad came it cut his house in two” (this is queer, J.S.M.) “and he got disgusted; he did not sell out; he just left.

“Then they got fishing, and I don’t know about the stabbing; but he did not sell out; he cleared out.” (See *Early Vancouver*.)

“I was eight years old when he left Gastown” (presumably 1885) “long before the fire, June 1886, and he went to the park, and built a smoke house for fish; we lived in the park a year.

“My father’s first wife died; she was an Indian; then he married my mother, a full-blooded Sechelt Indian woman; her English name was Lucy; her Indian name Qua-he-ma, or Kwa-he-ma.

“Father died about 1906, when he was ninety-six years old, and is buried on Reid Island, near Portier Pass.”

**GREGORIS FERNANDEZ OF GASTOWN.**

“Gregoris Fernandez was my father’s uncle; he was also my godfather; he never had a family, and when he died I was supposed to have his estate.” (Note: he also was known as “Portuguese Joe.”

Note by J.S. Matthews: This statement should be accepted “for what it is worth.” Mrs. James Walker, an elder half-sister, and a reliable woman, says: “Mrs. Buss, my half-sister, imagines all sorts of things; there is *no relationship* between my father and Gregoris Fernandez.” There are many discrepancies in Mrs. Buss’s statements. J.S.M.

**JOSEPH GONSALVES.**

City Archivist: Well, who is Joseph Gonsalves, now of Pender Harbour, who also appears to have been known as “Portuguese Joe”?

Mrs. Buss: “I never heard of him; I think he was just a friend of ours; I don’t know. Father had all our pictures taken; they were tintypes; he sent them back to Portugal; if you write to Portugal, don’t ask for Silvey, ask for Simmons” (sic) “and at Pekaipika. Domingo Silvey on Reid Island has a tintype photo of my father ‘Portuguese Joe’; this is a photo of my mother, Indian woman Qua-he-ma.

“I thought when I came down to the Jubilee I might ride around in the procession; when I see all these people, I say ‘you people weren’t born in Gastown; I was.’”

**“GASSY JACK.” JOHN DEIGHTON. TOMPKINS BREW, THE CONSTABLE. THE FAMOUS MAPLE TREE.**

“I remember Tompkins Brew, and the little Customs office; he had a long white beard, and used to nurse me; I did not like him very well, and used to climb up in the boughs of the Maple Tree, and drop little pebbles on people I did not like who passed underneath; used to climb up there, and stay up in the branches all day when they were looking for me to give me a hiding; used to take a pocket full of pebbles up there with me.” (Note: the Maple Tree leaned north and south, and dogs could run up it, see Geo. Gary, *Early Vancouver*.) “They used to call me ‘The Queen’ because I was born on the 24<sup>th</sup> May, the

Queen's birthday; my father was 'mad' when they called in Vancouver; he said they should have called it by its original name, 'Gastown.'"

**"DUTCH PETE."**

"'Dutch Pete' lived in Stanley Park, over on the south side of Brockton Point, just opposite Deadman's Island; this big" (sic) "house with verandah over water, and fir tree beyond, here is his house; then there were two other families there."

At this point, Mr. Theo. Bryant of Ladysmith, son of Rev. Cornelius Bryant, minister, Methodist Church, Water Street, who left Granville in 1881, arrived, and was introduced to Mrs. Buss; they conversed on mutually interesting matters, and after Mrs. Buss departed with her baskets, he said: [blank].

**MEMORANDUM OF CONVERSATION WITH ALASTER HAVELOCK CAMERON, WHO DECLINED TO STATE WHERE IN VANCOUVER HE LIVED, 17 MAY 1935.**

**SEYMOUR CREEK TRAIL TO CARIBOO.**

"I came to Hastings Sawmill on May 2<sup>nd</sup> 1875, and that year worked on the building of the Seymour Creek Trail to Cariboo. The trail was built with the idea of getting cattle out that way from the Cariboo, but only four bands of cattle, about three hundred head to a band, ever came out that way; the trail was cut twelve feet wide, and graded three feet in the centre and covered with mattox" (gravel, etc.) "for the horses and cattle to walk on."

**BIG TREES.**

"The biggest tree I ever saw in British Columbia—it was a cedar—was, as near as I could judge, nineteen and a half miles up the Seymour trail; it was on a flat as you approach the rise of the creeks to the summit and benches; and on a flat, about two hundred yards down from the trail towards the river. I would have run the trail by it had I noticed it early enough. I put a small tape line around it, as high as I could reach, and it was sixty-three feet around, and about sixty feet before it forked; a cedar, of course. Maybe there yet if it has not been burned. No, never heard of George Cary.

"The next year, 1876, I worked building bridges from Hope to Princeton, and the next spring hewed timbers for the first bridge across the Fraser at Lytton."

(Note: Mr. Cameron, very elderly, does not inspire my confidence in matters of figures. He probably did see a very big tree; there was one in Stanley Park, a cedar, reputed to be fifty feet around. The big tree on George Street was about forty-eight or –nine.)

**MEMO OF CONVERSATION WITH MRS. J.D. CAMERON, FORMERLY MRS. CHARLES BURNS, 1732 KITCHENER STREET, ONCE KNOWN AS 1732 BISMARCK STREET, GRANDVIEW, WHO KINDLY CALLED AT THE CITY ARCHIVES THIS AFTERNOON, 31 OCTOBER 1938.**

Former Mrs. Burns, now also widow of Mr. J.D. Cameron, who died 7 September 1938, is one of the "real" pioneers of Grandview, and especial interest attaches to the family, as their name is associated with the *earliest mention of the name Grandview*. She is approaching her seventieth birthday. She married J.D. Cameron, 22 May 1924 or 1925. He died at Victoria, 7 September 1938.

**CHARLES BURNS. ROYAL CITY PLANING MILLS. ST. LUKE'S HOME.**

Mrs. Burns said: "Mr. Burns, my husband, was born in Co. Antrim, Ireland; his father, David, a joiner; his mother, Jennie, and he came to New Westminster when he was about nineteen. In Westminster he was working for John Hendry, and then came over to take charge, as foreman, of the Royal City Planing Mills on Carrall Street, when those mills were first opened.

"I was born August 9, 1869, and came from Ipswich, Suffolk, about July 1887, and before I married, was employed in St. Luke's Home, Vancouver, and then, on 22<sup>nd</sup> May 1889, I—my name is Muriel Alice Norman, daughter of Daniel and Matilda Norman—married Mr. Burns at Christ Church Cathedral, Victoria; Canon Beanlands was the clergyman."

**GRANDVIEW, 1892.**

"The way we went to live in Grandview—what they call Grandview now; it was without a name then, so far as I know—was that we were paying sixteen dollars a month rent for a house on Barnard Street. Then the Royal City Planing Mills reduced all wages, and that made Mr. Burns furious, and he left them; he was without work for almost twelve months except an occasional odd job; and the little place—without a number then, but 1732 Kitchener Street now—was advertised for sale; three rooms and a cedar shake kitchen lean-to. There was a water well, but no electric light, sewer, sidewalk, and the road was a trail from the Vancouver-Westminster interurban."

**WATER WELLS. CLEARING OFF FOREST. SEWERAGE.**

"Where Kitchener Street is now there were great big logs, three, four, or five feet through—dozens of them—lying all over the place, crossways on top of each other in heaps; cedar, fir, all sorts; there was lots of wood. Our fuel cost nothing, but to saw the logs.

"Then we had chickens, hens, and later we had a cow, but not at first; when we did get the cow she rambled out in the clearing, and many a time they have stopped the interurban electric car to put her off the track.

"We had a wonderful well, beautiful water, clear, pure and cold. Then, when they put the Capilano water in, at first they just gave us a tap out at the front of the house.

"At first, we had only one lot; I think we paid \$375 for the lot and the three-room cottage with shake lean-to, and one hundred dollars down, and the rest on small time payments. Later, we bought the next lot, but those were the real estate boom days, and we had trouble getting the deed. Then, when the sewer came, we put in the sink, and after a time when we could afford it, we put in the bath; before that we used a great big tub—a huge thing of wooden staves about twenty-four inches high—and bathed in front of the kitchen stove; it was quite a 'business' on a Saturday night when there were four or five youngsters."

**BREAD.**

"I baked my own bread all my married life, and everything else the family had to eat, and brought up as healthy a 'bunch of youngsters' as anyone ever saw, and what is more, they are all good children, and never gave me the least trouble."

**HENS. VANCOUVER-WESTMINSTER INTERURBAN.**

"I had a lot of hens, and my husband used to get home from the Royal City Planing Mills by the six p.m. interurban car, and I used to arrange it so that, the minute he got in—the car used to run every hour, and lay on the switch, it was single track railway, at First Avenue and Commercial Drive, and in those days the grocery stores, but not the butchers, used to stay open—I would go in on the interurban, and take perhaps twelve dozen eggs with me—I used to go irregularly, whenever I wanted to do any shopping—and Mr. Hogg, who had a grocery store on Westminster Avenue, would send a man to put the groceries on the car for me, and I caught the seven p.m. interurban back home."

**GRANDVIEW. SMITH'S STATION.**

"I don't know much about Smith, who they say had a sign, 'Smith's Station,' but there was an elderly woman named Smith—she was a music teacher, with a frail looking husband, tall, dark; and once in a while she would come into my place when it was cold in the morning, and stay for a while. The Smiths used to live in a house—you see, in the early days, there was nothing but woods; and when you looked from my place to Victoria Drive, it was all trees, and logs lying on top of one another, and burned; an awful place—and the Smiths lived in a tallish narrow house, I think it was where Grant Street joins Victoria Drive now; it is hard to tell; it was all clearing then. In those days the only roads open were Park Drive" (now Commercial Drive) "and Victoria Road."

**BEARS. HENS.**

"When the second girl was a baby we had a lot of hens, and they used to lay out in the clearing, and one day there was a terrible noise, and I looked out of the kitchen window just in time to see a bear getting over a log with one of my hens in his mouth.

"Mr." (Joseph) "W. Cameron, Mrs. Fred Rolston's father, and my husband, they came up to hunt the bear, and they got some syrup, and poured it about—they were going to attract it that way—of course, they had guns, and you know where Professor Odlum lived" (Grant Street), "well, a Mr. Cronk owned all that piece of property out to Victoria Drive, and I called to him to come over, and he did, and found 'all kinds' of hen's bones and wings and feathers.

"The hens used to sit on their eggs out in the bushes, out in the clearing, and once we set a hen's nest out in the woods, and we knew when they would be hatched because we knew when we set her. Well, one day she was gone, and we looked at the eggs, and they were chipped; the chickens were just ready to come out, and the hen had been taken right off the nest, and the eggs were dead. We suspected it was the bears which had done it."

### **HOME BURNS.**

"At the time our home burned, Grace, our fourth child, was about a year old, and it was a Saturday morning, and the three children were playing outside, and it had been a very dry summer, and lots of fires around, there was a lot of burning in the clearing going on then, and there was only a stove pipe chimney in our cedar shake lean-to kitchen, and I had started the fire to get lunch ready, and I heard some crackling above me on the roof, so I went out, and here was the smoke curling up from the roof. I got a bucket of water, and a dipper, and I got a ladder and climbed up, but had not the strength to put it out; I was too weak.

"Mr. Cronk lived close by, and there was a long log which ran over to his place, which we used to walk along the log to go there, and I told Willie to go over and tell him, but I could not get that boy to go; he kept on calling, 'Come out, come out, Mother, come out, Mother, you'll get burned,' but finally he went, and Mr. Cronk came but it was too late; the fire was too far gone.

"The fire cleaned up about everything; all we had left was taken to town in an express wagon. It was noon, and they stopped the passing interurban car, and the passengers all got out, and helped to pack stuff out of the house."

### **HENS.**

"We must have had one hundred and fifty hens, and they all took to the bush, and roosted in the trees.

"So, we came right in Vancouver, and rented a house on Westminster Avenue, and we were there from August until the following May, when we built our new house on the same property. At first, it was a pretty little house of five rooms, on two big lots, and then we put on two more rooms upstairs—making seven in all—and now I am there all alone, with my son, and it is too much for me, but although I own it—have paid endless taxes on it—I cannot sell it. No one wants an old house now, without a basement—I have a base burner stove—all the women want new houses; but seven rooms is too much, and I am approaching my seventieth birthday."

### **SCHOOLS.**

"When my children started to go to school they had to go down to the East End School, now Strathcona School, and they had to walk; a good long walk, too—over a mile, rain or shine. They had to walk the ties on the interurban track and bridge to Campbell Avenue."

### **ST. LUKE'S HOME. SISTER FRANCES.**

"I worked at St. Luke's Home on Cordova Street before I was married; it was one of the first hospitals; I had been there two years all but two months, when I was married. Sister Frances was just like a mother to me; all through my married life I always took her some mince pies, a pudding, and a cake at Christmas. She used to 'talk,' and lay down the law to everybody, but I did not mind it. She was awfully good to me.

"I was Church of England, but Mr. Burns was Presbyterian, and that is how the children came to be baptised in the First Presbyterian Church." (See Baptismal Registry, First Presbyterian Church.) "Baptism does not do them any harm if it does not do them any good, and some churches insist upon it, or you do not 'belong.'"

### **PETERS ROAD. NORTH ARM ROAD. EBURNE.**

"Mr. Burns was an invalid from about a week before Christmas 1894. He had a fall in the Royal City Planing Mills; fell backwards, and bruised his spine; and in those days there was no compensation, or anything of that sort; there was nothing; he went back to work, and it was five years, and then had ten acres, this side of Eburne, Peters Road they called it; it is now about 64<sup>th</sup> Avenue and Granville Street; we built a cheap house, and put up some chicken houses; were there several years; we had our own cow. One corner of our property ran close to interurban tram line.

"I noticed the other day that Capt. John McDowell died" (17 September 1938); "he was an alderman; and I noticed that he died on the twenty-fourth anniversary of Mr. Burns' death" (1914.) "He was the last of the pallbearers to pass on.

"When he left the Royal City Planing Mills, he was without employment for a year; then the manager, Mr. Ferguson, asked him to take his old job again at the old pay, and he did so until his health gave out from the fall he had at the mill."

### **PORT ESSINGTON, 1905 OR ?**

"In 1905" (?) "Mr. Burns went to Port Essington to take charge of the mill there, owned by Mr. Cunningham. He was feeling so much better, and Mr. McDowell knew Mr. George Cunningham at Port Essington, and suggested Mr. Burns was just the man he wanted up there, and my husband thought he would go up there; the children, he said, wanted clothes, and so on; his stomach was so much better. He went up in May, and a month later wrote that I would have to go up; he had been living at a hotel. So I sold up, and took all the children up to Port Essington. We were there two years.

"Owing to his ill health, we came back to Grandview in 1908, and then we moved back to Eburne until we sold the ten acres which was beside the interurban tracks on Peters Road.

"We muddled along until Jennie passed 'entrance' at school; then she went to Pitman's Business College, and the second girl also took a business course."

### **PETERS ROAD. RIVER ROAD.**

"Then the real estate boom came, and we sold the Peters Road property for \$12,500; we had paid \$2,000 for the land.

"We bought seven acres, got a horse and buggy, and built a house on River Road, now Marine Drive, near the foot of Ontario Street, where we were when his eyesight began to fail, and we moved back to town, as three of the children were coming in every day for business. We thought it better for the children, so we moved back to 1732 Bismarck Street, which we have always owned and sometimes rented."

### **GRANDVIEW.**

"While at Grandview he dropped down and broke his right arm, and did not do a tap of work after that. There was not a dollar from anywhere in those days, and until the children started to work, there was nothing" (coming in.) "My eldest girl started to work at fourteen years and four months, and Willie passed 'entrance' at school and went to a trade as carpenter when he was sixteen; and the second girl went to work when she was under sixteen."

### **DEATH OF CHAS. BURNS, 1914.**

"We moved in November, and Mr. Burns died the following September, 1914."

### **GENEALOGY.**

"Our children are:

1. William Norman, the eldest, born at Cambie Street, February 21<sup>st</sup> 1890. Willie died unmarried in his 32<sup>nd</sup> year, buried in Vancouver.
2. Jennie May, born July 24<sup>th</sup> 1891 at Barnard Street; she was six months old when, in January 1892, we went to live in Grandview. She is now Mrs. J.A. McDonald of Abbotsford, and has three children.



3. Marion Alice, born June 17<sup>th</sup> 1894; she is now Mrs. R. Newton Hopkins, West 15<sup>th</sup> Avenue, Vancouver, and has three children. Mr. Hopkins is in H.M. Customs.
4. Margaret Grace, now Mrs. E.R. Wakefield, farmer, near Sumas, and has one adopted son and one adopted daughter. Born 17<sup>th</sup> August.

All above baptised at Vancouver.

5. Myrtle Agnes, now Mrs. Wm. Chambers, Renfrew Street, Vancouver; has one boy and twin girls. Born 11<sup>th</sup> August.
6. Charles Lloyd. Lloyd lives with me, is unmarried, and has a gas speed boat, the *Black Hawk*. Born 27<sup>th</sup> July.
7. Muriel Vera, the youngest, now Mrs. Henry Vincent, at Powell River, and has two daughters. Born 18<sup>th</sup> August.

The three last baptised at Port Essington.

"Marion, Margaret, Myrtle and Lloyd, all born at 1732 Bismarck Street. Vera was born in Port Essington."

Mrs. Cameron signed original as correct, 9 November 1938.

J.S. Matthews.

### **MEMO OF CONVERSATION WITH MR. AND MRS. JOE W. CAMERON, 1903 BAYSWATER STREET, KITSILANO, WHO VERY KINDLY INVITED ME TO CALL THIS AFTERNOON, 6 DECEMBER 1937.**

Both Mr. and Mrs. Cameron are active, considering their age; Mrs. Cameron's hair is pure white; Mr. Cameron, clean shaven, rather grayish. Mrs. Cameron received me most graciously, and I presented her with a tiny rose, just plucked, and told her I had brought it to prove to her that "roses in December" in Vancouver is a positive truth. Later in the afternoon Mr. and Mrs. Fred J. Rolston, the latter her daughter, joined us to tea and cake. Mrs. Rolston is very well known in Vancouver as a most public-spirited woman, and recently contemplated "running" in the civic election for Park Commissioner, but retired at the last moment. Mr. Rolston is an official of the Mutual Life Assurance Company of Canada.

### **EARLY TRAINS. C.P.R. CONSTRUCTION. EARLY BIRTHS. FIRST ENGINE IN VANCOUVER.**

Mrs. Cameron said: "We came to Vancouver in November 1886. Our home was originally at Campbelltown, New Brunswick; we lived on a farm at Charlo, N.B.; we were married at Charlo 28<sup>th</sup> July 1879, so that we shall, I hope, soon celebrate our diamond wedding. Then, Mr. Cameron got the idea he could do better in the new west, and, while I remained at home for perhaps a year, he went to Neche—on the Pembina River, close to the Canadian border, North Dakota." (Addressing Mr. Cameron) "How long did you stay there?"

Mr. Cameron: "About two years."

Mrs. Cameron: "He was in the carriage business; partners with a Mr. Ford. I went there too, and was there about a year, and then there was a Mr. May" (sic) "and he got the idea to come to Vancouver, so we all decided to come. We went to Winnipeg, and came west on the new Canadian Pacific Railway which had been opened five months before as far as Port Moody. We arrived at Port Moody, and stayed at the Winnipeg Hotel that night, and the next morning at 10 o'clock, we left on the old *Princess Louise* for Vancouver, and it was raining when we got here.

"But the following morning" (with emphasis) "was a *beautiful* morning; the steam was raising from the wooden sidewalks, and I said, 'Thank goodness, we've found heaven.'"

Major Matthews: Do you expect to find steam raising in heaven?

Mrs. Cameron: "Well," (laughing) "no, not exactly, but it was so nice and warm; Dakota was so cold. Mr. May went into the butcher business; there were two other butchers then, Gostroy and Von Volkenburg; Mr. May made a third."

## **GRANVILLE HOTEL.**

"We went to the Granville Hotel on Water Street to stay for about a week; Tom Cyrs was proprietor. It was so hard to find a place to rent. You see, it was just after the Fire, and there were few places where people could live, so we had to take what we could get. There was a small bit of a building along Alexander Street, built right up to the sidewalk, and divided into two small stores; a one-storey building; there was nothing other than grass between the dwelling and Westminster Avenue at the time; everything was wild about us; the streets may have been surveyed, but there was nothing to show that they were; it was right where Letson and Burpee's machine shop is now, and—"

Mr. Cameron, interjecting: "The front was built on an angle, due to Alexander Street not being square with the lot lines."

Mrs. Cameron: "It was just one storey, no upstairs, and a shop window to the front door, and a big window with panes—not plate glass—I don't think people knew what plate glass was, and a door in the corner which opened right onto the sidewalk, and when the drunken men went along they staggered right past; the front room was my bedroom, where Mrs. Rolston was born."

"At the back there was a lean-to, with a brick chimney and a woodshed. Mr. George Pollay, who was librarian at the Vancouver Reading Room, put up some shacks at the back, and there was just room to walk between them, and the back of our place; the new City Hall was right behind us."

"The street and sidewalk in front had a bit of a slope upwards the, but it has all been filled in, and it is level now."

"As I said, the building was really a little double store; each store was about 12 feet by 16 feet; we lived in the west one; Jim Cotter and his wife lived in the east one, and the front was just all window and door."

(Note: the ground plan of the building, Nos. 132 and 134 Alexander Street, is shown on Dakin's Fire map of November 1889, divided into two sections, close up to frontage on Alexander Street, and with other dwellings in rear, all on Lot 39, Block 3, D.L. 196. J.S.M.)

## **FIRST ENGINE ARRIVES, 23 FEBRUARY 1887. BIRTH OF MRS. FRED J. ROLSTON.**

"My bedroom was the front room, about 12 feet by 16 feet with the big window, and it was there that my daughter, Tilly Jean" (Mrs. Fred J. Rolston) "was born the day the first C.P.R. construction engine reached the foot of Westminster Avenue, now Main Street. My bed was in the front room, and I could look out of the window; it was snowing, and the flakes were falling on the window panes, but I could see the men running through the snow to see the first construction engine."

(Note: she was born 23 February 1887.)

## **WATER WELLS. TYPHOID FEVER.**

"We got out water from a little well on the side of the slope just beside, but west of, Westminster Avenue. I don't recall how deep the well was, but there was no windlass; we had to haul the water up with a rope; just threw a bucket, with a rope attached, down the well, and hauled it back full of water by sheer strength. Typhoid! Yes, that was how it was that typhoid was so prevalent."

## **ROYAL CITY PLANING MILLS. CARRALL STREET. HART'S OPERA HOUSE. ROLLING SKATING RINK. SEWERAGE.**

"We stayed in the little store from November 1886 to about March 1887. Then, Mr. Cameron, who was engineer at the Royal City Planing Mills at the south end of Carrall Street, found it better to move to a great big house, where we boarded, close to the mill; it was down on Carrall Street, across the lane, and south of the lane, on the east side of Carrall Street, just across the lane from Hart's Opera House; only I never knew" (smilingly) "it was an 'Opera House.' I was never in it; I had the baby to attend to, but I saw them roller skating in it once."

"The big house, east side Carrall Street, where we boarded, was over False Creek tide water. Household slops and garbage, oh, we just threw it out, and the tide took it away. Mr. Mueller had a shack on a scow tied up just beside and behind us, quite close; and one time, when the tide was very high, the waves

dashed all over the scow, and I called out to Mrs. Mueller that she had better come over to our place, so just threw a plank across from her scow to our back platform, and came over with her child."

#### **HARRIS STREET. GEORGIA STREET EAST.**

"Later, we bought a lot on old Harris Street, a twenty-five foot on the south side just west of Westminster Avenue; the Casselmans lived opposite, and the Mathisons lived on the alley next door; Mr. Cameron paid two hundred dollars for the lot."

#### **FIRST BAPTIST CHURCH.**

"Oh, yes. I remember the first church the Baptists had, quite well; I have attended service there; it was on the northeast corner of Dupont and Westminster Avenue. I remember them raising it; raised it high on stilts, and built a hardware store under it."

#### **FRESH FISH.**

"Fish; how did we get our fish? Oh, the Chinamen pestered the life out of us with their fish; they used to bring it around in those big Chinese baskets slung one on each end of a pole carried anglewise on one shoulder; a big wooden lid covered the top of the basket, and the Chinamen would turn the lid upside down, and clean the fish on the bottom side of the lid—like a chopping board."

Note: Mr. and Mrs. Cameron now reside on the corner of Third Avenue West and Bayswater Street, paved streets with concrete sidewalks. I remarked that the first time I had passed anywhere nearby—about 1900—I had been lost in the woods, having entered, to pick blackberries, a skid road branching off near Macdonald Street, from the old Point Grey Road in the forest, and suddenly discovered I had lost the trail, but found a trace of an old survey line, detectable with difficulty, and had followed it, and had come out on another forest road, presumed to be now Alma Road near Fourth Avenue. J.S.M.

#### **JERICO. GRANVILLE ISLAND. PRESBYTERIAN PICNIC. DALGLIESH OF JERICO. ST. ANDREW'S CHURCH.**

Mrs. Cameron: "Oh, yes, I remember; the Dalgleishes had a cow out at Jericho. We were going out there once for a picnic—a Presbyterian church picnic—a lot of us. We embarked on a scow with a tug to pull us out of the Royal City Planing Mill's wharf at Carrall Street, False Creek, and the tug boat captain kept on urging people to hurry; he said the tide was going out, and he would not be able to get out of False Creek, and that was just exactly what happened; we stuck on a sandbar. The picnickers were so slow in getting on the scow. Mayor MacLean and Mrs. MacLean, the Reverend Mr. Thomson, the Presbyterian minister, Alex and George Mathison were among the crowd, and I had the baby" (now Mrs. Fred J. Rolston.)

"Finally we started, and got some distance down False Creek when we ran on the sandbar, and there we were, out on the sandbar, and we had to wait until the tide got low enough for planks to be laid, over the pools, from one little bar of sand to another; we all finally picked our way ashore in that way; and that was all there was to our day's picnic, out on a scow in the middle of False Creek."

(Note by J.S.M.: Conversation with Mrs. W.H. Evans, wife of "Billy" Evans, of the first trains into Port Moody, 1885 and 1886, 9 December 1938. "I was there. It was St. Andrew's Presbyterian church picnic. The scow stuck on a sandbar in False Creek, and we stayed there all day. I was one of those who picked a way ashore on the planks laid on the wet sand." Approved by Mrs. J.W. Cameron.)

#### **8 SEPTEMBER 1938.**

"I have had a very pleasant afternoon in the City Hall Archives with Major Matthews talking about the early days in Vancouver."

Written by Mrs. Cameron as she, together with her daughter, Mrs. Fred J. Rolston, sat at my desk. J.S.M.

Mr. and Mrs. Cameron expect to celebrate their Diamond Wedding, 28 July 1939, and a recommendation is to be forwarded by Lord Tweedsmuir, Governor-General, to His Majesty the King, that a message of congratulations be sent them on that day.

J.S.M.

29 March 1939

### **FIRST CANADIAN PACIFIC RAILWAY ENGINE TO REACH VANCOUVER, 23 FEBRUARY 1887.**

Memo of conversation, 27 November 1937, with Mr. Fred J. Rolston, of Mutual Life of Canada Insurance Co., Vancouver.

"Mrs. Rolston, my wife, was born the day the first C.P.R. construction engine reached Vancouver; she was Miss Tilly Jean Cameron, and was born on the site of the present Letson-Burpee machinery firm, on Alexander Street, just west of Main Street, south side Alexander Street.

"There was so much excitement that day a new baby, and the arrival of the locomotive on construction of the railway, that the two incidents, and the fact that they coincided, have been talked about in the family ever since."

### **WATERCOLOUR OF BURRARD INLET PRESENTED BY MRS. J.H. SENKLER.**

Memo of conversation with Mrs. J.H. Senkler in 1933.

### **HASTINGS SAWMILL.**

"Mother" (Mrs. A.H. Richards, wife of Lieutenant-Governor Richards) "painted it while staying with Capt. J.A. Raymur at his house at Hastings Sawmill; it was while she was the Lieutenant-Governor's wife.

"She came up on a tug. Father did not come with her. Mother told me she walked through forest to Granville. It was the occasion of the first Dominion Day Celebration on Burrard Inlet, I think 1880—anyway before 1881."

### **LACROSSE.**

Memo of conversation with Geo. Matheson, 6 June 1936, Land Registry Office, Court House, Vancouver, and a former "star" member of the Vancouver Lacrosse Club in and about 1900.

### **WESTMINSTER LACROSSE CLUB. "SALMONBELLIES."**

"At first they wore red sweaters and navy blue short trousers, not maroon sweaters, but a sort of dark red; barn red. Then, after a year or two, they had a salmon across the chest, but it was only for one year; then they took it off."

### **THE DAILY NEWS-ADVERTISER, NEW SERIES – VOL. 1, NO. 46, VANCOUVER, B.C., TUESDAY MAY 24, 1887. WHOLE NUMBER 281.**

#### **OCEAN TO OCEAN PASSENGER COACHES FROM ATLANTIC SEABOARD TO TERMINAL CITY—VANCOUVER ARRIVAL OF OFFICIALS—REGULAR TRAIN SERVICE ADOPTED ADVENT OF PROSPERITY**

From early morning yesterday it was easy to see that some unusual occurrence was about to take place. The streets were covered with people, many in holiday costumes, walking around watching the work of decorating that was being proceeded with on all sides. The buildings in many cases along the principal streets were decorated with evergreens, flags, bunting, etc., while from every flagmast [*sic*] in the city a flag of some nationality was flying out before the breeze. Horses and vehicles were decorated with small flags, bright coloured ribbons, and evergreens. From Alexander Street right across the railway track, a string of ship colours was stretched over, the bright colours and variety of shape and kind presenting a very pleasing effect. All the ships in the harbour were decked out in all colours especially the "Duke of Abercorn" which presented a gorgeous appearance. Business was partially suspended for the time being, although few establishments were closed up. The first train from New Westminster arrived at 9:08 a.m., bringing over about forty citizens of the Royal City to witness the arrival of the first train. A number of our citizens were present on its arrival and gave the visitors a hearty welcome.

### AT THE STATION

The scene at the station was a very lively and enthusiastic one. The roadway, wharf, platform, and bank above were covered with people waiting the arrival of the train. The arch across the track was arranged in a very tasty manner; on the side facing the roadway was the legend 'Labor Omnia Vincit' and over the track 'Orient Greet Occident' and 'Confederation Accomplished.' It was ... *[etc.]*

### CANNON SHOT.

On August 25th 1936, Mr. A.A. Scott came to the City Archives, City Hall, and exhibited to me a small cannon shot, iron, slightly rusted, weight 16½ ounces, with the ring of the moulding around the circumference, diameter about 1½ or 1¾ inches, which he said had been picked up some years ago on the site of the Rat Portage Lumber Co.'s barn at the foot of Fir Street, Kitsilano Indian Reserve, which would be on the site of the old Indian village. He did not know the history of it, said that Dr. G.H. Raley, Indian missionary, had a similar one.

This is the smallest cannon shot I have ever seen, as being picked up around Vancouver. There is no reason to believe it was ever fired at Indians; British warships did not shoot at our Indians; never; it was probably given to them by some British sailor (perhaps filched), and kept in the old Indian lodge by the Indians, and when that was dismantled, or destroyed when they built the new one, it was lost or misplaced by them, and fell to the ground where, years after, it was picked up by some white man.

### FROM PROVINCE, 20 OCTOBER 1938.

“‘FORTY YEARS AGO,’ OCTOBER, 20, 1898.”

### MOODYVILLE CANNON (EPITOMISED).

“For years it was the custom to discharge a cannon at Moodyville Mill on the North Shore when a ship finished loading. But the cannon will be held no more. Apprentices of the ship ‘Tamar’ stole it as a prank, and it is now bound for Australia. How they got it on board is a mystery.”

### 2 OCTOBER 1936 – “OLD CHIEF” CAPILANO. PAYTSMALK. MRS. MARY CAPILANO.

The solution, if any, of the extraordinary story so frequently printed in Vancouver, and also in the Canadian Geographical Journal, July 1936, attributable to Mr. Noel Robinson, a well-known Vancouver journalist, and, by repetition, becoming, unfortunately, accepted as fact, seems to be the following:

“Old Chief” Capilano, as a boy, lived at Musqueam, where his descendants of the same name still live, one of them Ayatak Capilano, now a man of 65 or 70, stating that his grandfather, the “Old Chief,” told him that he saw the first white man come down the Fraser (1808). The “Old Chief” seems to have had two sons, one of them afterwards succeeded him as chief, that is, Chief Lahwa, uncle to Ayatak. The “Old Chief” is mentioned by Capt. Richards of the H.M.S. *Plumper* as going on board, in August 1859, whilst in Burrard Inlet. Chief Joe, Mary’s husband, succeeded Lahwa.

“Old Chief” Capilano had a half-brother, Paytsmalk. Paytsmalk had more than one wife, and several children. One of the sons was Ska-kul-tun, and Ska-kul-tun (or Kha-kul-tun) was the father of Layhulette, or Agnes, commonly called Mrs. Mary Capilano.

It is claimed that Mrs. Mary Capilano is very aged—over 100. Report is that “Old Cronie,” who died in 1935, aged 88, always said she was younger than he was. Mrs. Harriet George, or Haxten, a very aged Indian woman, says she is younger than she is because she recalls Mrs. Mary Capilano as a little girl. Mrs. R.M. Bower, daughter of Ben Springer, manager, Moodyville Sawmill, states that “Old Mary used to wash for us; I don’t think she is 90.”

Another point is that the name of the river which enters in the First Narrows is not Capilano, but Homulcheson, and never was known as Capilano to Indians until the white man named it thus. Capilano is a Musqueam name, and the family still resides there. But “Old Chief” had two homes, one at

Musqueam, one at Homulcheson, and it is reasonable to assume that in that way his name became attached to the creek.

The fact is seemingly clear that Mrs. Mary Capilano is the granddaughter of Payst-a-mauq (or Paydsmuk, or Paysmauk), whose half-brother, "Old Chief" Capilano was a boy "about four feet" when, in 1808, he saw Simon Fraser come down the river. The welcoming of Captain Vancouver appears to be a myth.

If anyone "welcomed" Vancouver in 1792, it might have been See-yik-klay-mulk, whom legend credits with being "the oldest man" living at Whoi-Whoi (Lumberman's Arch) and who built the first house there.

J.S. Matthews.

## **GENEALOGY OF CAPILANO FAMILY.**

Prelude: following a conversation with August Jack Haatsalano, (as recorded) 14 September 1937, in which he expressed his opinion somewhat forcefully on certain statements in the *Province* attributed to Matthias Joe, chief, under the caption, "Indians Work Draws Praise," in reference to exhibits at Vancouver Exhibition, 1937, I wrote to F.J.C. Ball, Indian Agent, Vancouver, and this is what he replies.

### **MRS. MARY CAPILANO.**

Dear Major:

In 1937 the official age of Chief Capilano Joe's widow, as recorded by the Indian Department, Vancouver is 80.

1. Mathias Joe went to the coronation of King George V on his own, and, not being selected officially to represent the Indians, he had no credentials, and was not received by the King as his father had been received by King Edward VII. Mathias was shown the Royal stables, and similar sights shown to overseas visitors, but he emphatically never "interviewed King George on behalf of the Squamish Indians"; that, like many other Mathias' statements is a pure imagination.

2. I believe the fire at Mathias' house took place in 1928, but it is not on record. There is a photo of Matthias Joe in this coat (or one like it) in the defunct "Morning Star" of Dec. 27<sup>th</sup> 1928. He says, in that article, that his father wore it, but mentions nothing about seven generations then. How can he go back seven generations when his name of Capilano Joe was only given by courtesy! He is a descendant through the female line of the old man Dtutchookahnum who met the first sailing ship at Watt's Point, and his son Keeahplahnnoo met Capt. Vancouver in English Bay. Keeahplahnnoo's half brother, Paitsmauk, left a son Kahukhultun, who had three children, viz., Lauwhloat (Mrs. Joe Capilano), Gahlinultowh (Squamish Jacob), and another son, name unknown. Lauwhloat married Joe, who apparently adopted the name Keeahplahnnoo from his wife's grandfather's half brother. Note: Kahukhultun's children may not all have been by the same woman. When Lahwah died, the surviving sister was agreeable to passing over the chieftainship to Hyas Joe, who apparently assumed the name of "Capilano."

The coat looks like a fairly modern affair, probably bought by Capilano Joe from some interior Indian, but this is only my personal opinion.

Fred

erick J.C. Ball,

Indian Agent

P.S. I have Dtutchookahnum's family tree; have you seen it?

F.J.C.B.

(Letter undated, but about 21 September 1937.)

("Hyas" means "fine," "strong," "big," "important." J.S.M.)

## CAPILANO JOE, OR CHIEF JOE CAPILANO.

City Archivist's Office  
City Hall,  
26<sup>th</sup> Sept. 1937.

Dear Mr. Ball:

I have just been reading your penciled note over again, and more carefully, and there is a bit of a sentence in it I would like to answer. The words are:

"When Lahwah died, the surviving sister was agreeable to passing over the chieftainship to Hyas Joe, who apparently assumed the name "Capilano Joe."

The fact that Burrard Inlet was very quiet; no newspapers, no theatre, no phone—only work—resulted in a situation similar to that among soldiers in the Great War; they had nicknames for almost everything and every person. There was "Gastown," "Kanaka Row," "Maiden Lane," and "The Rookeries"; and again "Gassy Jack," "Navy Jack," "Sugar Jake," "Dutch Pete," "Supplejack," "Howe Sound Jim," "Squamish Jacob" and so on, including "Mowitch Jim," the last four being Indians; I forgot, "Jericho Charlie"; that's five Indians.

Now one trouble in "Gastown" was that there were two many Joes. There was three "Portuguese Joes," one being Joseph Silvey, another Gregoris Fernandez, and a third Joseph Gonsalves, all, at various times, termed "Portuguese Joe." Then there was Joe Mannion, afterwards alderman, and "Holy Joe," a whiteman of near Point Atkinson, and there was a Isaac Joe, for finally they called the last one "Lockit Joe," lockit meaning eight. "Sore Neck Billy" was another Indian; "Faithful Jim" still one more; "Little Tommy" and "The Virgin Mary" were Indian women, the latter being a wrinkled old skeleton with whom the Countess of Dufferin shook hands.

Now, when I first came here "Capilano Joe" was just Capilano Joe; we distinguished him by his home, and he had bare feet with skin on it half an inch thick. Then, suddenly, he went off to see King Edward VII—I think the Indians had some big ceremony on the Cambie Street grounds at which they formally bestowed on him the title "Capilano"; the idea being that a territorial title would give more weight to his visit to His Majesty—and further, it appears he had not been formally "ennobled" according to Indian ritual (as August Jack and Willie Jack Khahtsalano had been at the False Creek Reserve.)

However, "Capilano Joe" went off to England with much ado, and when he came back, he was "Chief Joe Capilano"; of course he was chief before he went, but the publicity he got had turned "Capilano Joe" into "Chief Joe Capilano."

Chief Ki-ap-a-la-no of 1859, and later, was a good Indian, according to John Morton and all others, a very good wise Indian, and he lived at Homulcheson, Indian village, but the whiteman applied his name to that creek, and as his successor "Hyas Joe," who was not of Ki-ap-a-la-no blood at all, but was the husband of a Ki-ap-a-la-no woman, lived there, pioneers gave him the name "Capilano Joe," just as they did "Jericho Charlie," "Squamish Jacob," "Howe Sound Jim."

All of which is submitted subject to the errors, omissions, mistakes and other failings to which humans, and especially archivists, are prone.

With best wishes,

Most sincerely,

J.S. Matthews  
CITY ARCHIVIST

Fred J.C. Ball, Esq.,  
Indian Agent,  
Indian Dept.  
Federal Building,  
Vancouver, B.C.

**CAPILANO WATER PIPES, FIRST NARROWS, VERSUS CANADIAN PACIFIC RAILWAY, R.M.S. ABYSSINIA.**

Excerpt, *British Columbia Historical Quarterly*, July 1937, "The Trans-Pacific Service," 1887-1891, page 159.

"In November the *Abyssinia* touched bottom in the Narrows, but a diver found her to be unharmed except for a slightly bent propeller. An amusing controversy followed as to whether or not she had struck the watermain, which had been crushed mysteriously the day she sailed."

**A PERSONAL NOTE.**

Sechelt, B.C.  
Aug. 19<sup>th</sup>, 1937.

Dear Major Matthews:

Pardon the delay in answering your letter as I was away from home—and many thanks for your invitation to have tea with you.

I fail to see where there was any amusing controversy. I can assure you it was anything but amusing; it meant a lot of hard work day and night, until the break was repaired, and strong tides running in the Narrows, often very dangerous; and the people ringing up wanting more water all the time, and lots of them very unreasonable.

I know I was glad when the pipe was repaired as the telephone was constantly ringing by people wanting water.

Yours

truly,

Jane Nickson.

**(AN OFFICIAL STATEMENT.)**

To the City Archivist,  
Major Matthews.

Dear Sir:

It is quite true the "Abyssinia" settled down on the water main in the First Narrows, and broke the water main pipe.

I noticed the water gauge had dropped, and telephoned the Water Works—they sent men out at once, and discovered the ship had broken the pipe, and stopped the water supply—My husband, who was superintendent, then arranged for the water carts; to deliver water, to those people who had no wells—and I supplied my near neighbours with water from our cistern.

After the pipe was repaired, my husband put on the diver's suit, and walked under the Narrows from shore to shore, along the pipe line, to see if all was right, and no more leaks. That was in June 1890.

Yours

truly,

Jane Nickson.

(Note: Mrs. Jane Nickson, widow of J.J. Nickson, mother of T.R. Nickson. J.J. Nickson constructed the Vancouver Water Works pipe system. The water gauge was in their home, 1220 Melville Street. Mrs. Nickson may be slightly in error as to "June," I think November, and Mrs. Oben's account of the rain and cold the men worked in, confirms this. J.S.M.)

**GEORGE CARY. POODLE DOG ORNAMENTAL BAR.**

The unique Poodle Dog Hotel bar was made of almost every kind of bark, cedar bark, vine maple twigs, moss and fungus, etc., was built by George Cary (see file) for Bert Burton. A photo is in Archives. It was a



unique bar in appearance. The owner's name was spelt out in big letters of maple branch twigs along the front. (Photo N. Hot. 16.)

The "Poodle Dog" was on Cordova Street between Cambie and Richards streets. It was illuminated with coal gas.

### **ORIENTAL HOTEL. HOTEL BUSESSES.**

The Oriental Hotel was on Water Street close to the famous Regina Hotel (which escaped the fire of 1886), and is said to have had the first *big* hotel omnibus. Prior to that most hotels had busses which met the C.P.R. trains and C.P.N. and U.S.S. Co. boats—then the only things to meet—but they were comparatively small, with a seat fore and aft along the side, and black canvas side and roof; the side flaps could be rolled up in fine weather. The Oriental Hotel had a *big* bus.

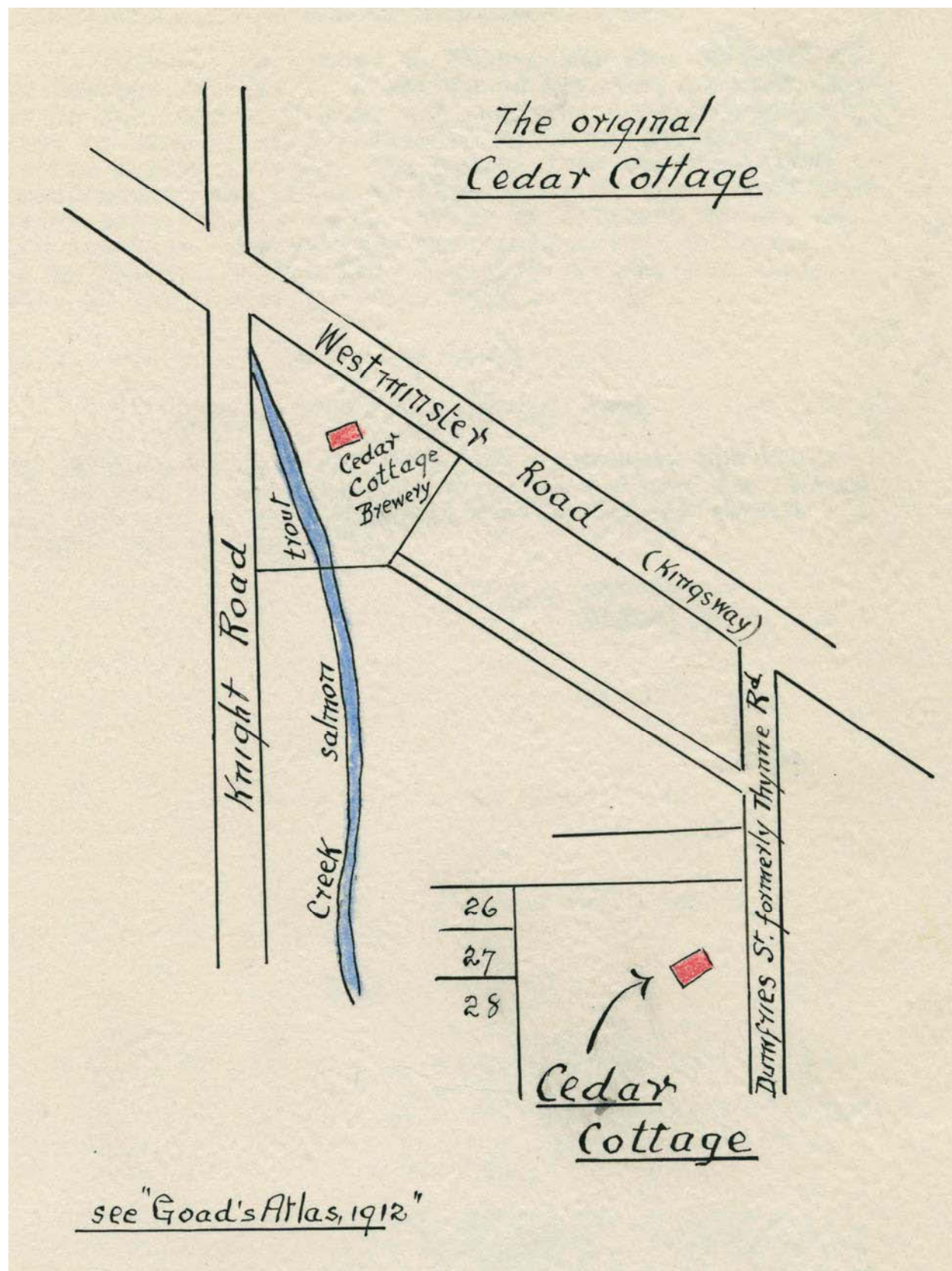
Speaking of it, William Edwards, 2576 Oxford Street, (High 1557X) member Pioneers Association, and who used to drive it says:

"We used to haul twenty-five persons in that bus; great big bus, make three trips down to the C.P.R. station; seventy-five from one C.P.R. train. There was not room at times in the house" (hotel) "to accommodate them, but we bunked all just the same. We had little cots, and we used to push the regulars out of their rooms into the hallways, set them up in cots, and keep them there until the rush was over, then let them go back to the rooms the transients had pushed them out of."

### **CABS. HACKS.**

"At that time Charlie Queen had the only hack in town."

The practice of hotels having hotel busses has now (1936) ceased. Taxis have taken their place.



Item # EarlyVan\_v4\_022

## **CEDAR COTTAGE.**

Excerpt, *Province*, Saturday, 3 January 1925.

"Councillor Arthur M. Wilson was the 'father' of the Cedar Cottage district. A native of England, he came to Vancouver in the late eighties, and acquired some thirty or forty acres of land in that vicinity, which he cultivated as a nursery and market garden. His house, from the wood used in its construction, was known as the 'Cedar Cottage,' and thus the district acquired its name. After Mr. Wilson's death, in the middle nineties, the nursery was divided into building lots, and Mr. Walker, of the Land Registry Office, now lives on the site of the historic 'Cedar Cottage.'"

## **HARDING MEMORIAL, STANLEY PARK.**

Mr. Allan, of A.S. Allan & Co. Ltd., stone masons, 880 Beach Avenue, told me that he got fourteen thousand dollars for making it. He did not say if this included Charles Marega's—the sculptor—bill for designing it.

J.S. Matthews,  
30 August 1937.

## **EXCERPT, *THE VANCOUVER SUN*, 1 SEPTEMBER 1934.**

### **FIGHT FOR MAYOR'S GOLDEN CHAIN DONORS WANT MONEY BACK "IT'S NO USE IN A VAULT"**

By C.H. Mackay

The shadow of the law courts today dimmed the yellow sheen of Vancouver's golden chain of mayoral office.

There was a possibility that the persons who subscribed in 1912 to a private fund to buy the beautiful bauble, might start friendly suit against the city to have its legal status cleared up.

Some seek a return of the chain to those who bought it, with a view to melting it down and splitting in the proceeds. There is almost \$1000 worth of gold at stake and hard times have made its recovery a valuable affair.

To obtain it, however, hundreds of dollars worth of expert craftsmanship would evaporate in the goldsmith's crucible and a wealth of civic tradition would lose its outward symbol.

The chain is entombed today in the vaults of Henry Birks & Sons Ltd., who made it and have held it in custody under authority of the City Council.

Renewed interest in it was brought a possibility that it will be brought out for display.

### **FOR ART GALLERY**

Questioned today by the *Vancouver Sun*, Mayor L.D. Taylor said he favoured turning it over to the Vancouver Art Gallery for exhibition in a glass case.

"We certainly don't need the money very badly," His Worship declared, "and it would be a shame to destroy the chain for the mere sake of getting the gold."

The Mayor agreed that it is practically useless where it is. The citizens might be permitted to admire it in as much as it is costing them about \$60 a year in foregone interest on money which a sale would bring.

### **USED THREE TIMES**

As far as could be learned today, the chain has been used for its official purpose only three times in its 22 years.

## ORGANISATION OF MUNICIPALITY OF SOUTH VANCOUVER.

Statement by F.M. Chaldecott, 1174 West Hastings Street, Vancouver, B.C., sent to Major J.S. Matthews, 15 August 1935.

I helped to organise the Municipality of South Vancouver, which at first included all that area of land west of Burnaby, South of the boundary *[as at 1891]* of the City of Vancouver, and North of the Fraser River extending to and including Point Grey.

The first meeting of the land owners, at which the resolution was passed, to petition the Government to grant a charter forming the Municipality, was held in Peter Cordiner's barn, situated *[on District Lot 327]* at the South East corner of the River Road and the North Arm Road *[afterwards Fraser Street]*, opposite the old School House which was on the N.E. corner.

The meeting took place on the 10<sup>th</sup> April 1891; I cannot recall all the names of those present, but as far as my memory serves the following were there:

William Shannon, J.W. Lawson, P. Cordiner, George Martin, F.W. Hartley *[afterwards the first manager of the Royal Trust Company, Vancouver]*, W.H. Rowling *[corporal of the Royal Engineers who came to New Westminster in 1858]*, F.G. Whibley, Hugh Magee *[preemptor of D.L. 321]*, F.M. Chaldecott, S.K. Twigge, J. Brewer, Mr. Bodwell, Mr. Campbell, Mr. McClary *[McCleery]* and others.

F.W. Hartley was appointed Secretary of the meeting.

Mr. W. Shannon addressed the Meeting, and after discussion a unanimous resolution was passed in favour of forming a new Municipality, and Messrs. Shannon and Hartley were appointed as Delegates to go to Victoria *[at their own expense]*, and interview the Government. Mr. Chaldecott was instructed to draw the Petition necessary for the signatures of the landowners.

The temporary headquarters of movement was the office of Messrs. Shannon & McLachlan, Hastings St. W.

I did all the legal work of incorporating the Municipality and drew the first and several other by-laws.

Memo: the date of the meeting is taken from my diary; the draft of the above was submitted to Mr. Hartley who gave additional particulars and replied, "I have checked your enclosure and it looks correct to me." 8 August 1935.

## CHALDECOTT ROAD. CHALDECOTT PARK.

Chaldecott Road *[afterwards King Edward Avenue]* was named for me by the South Vancouver Council, and Chaldecott Park *[Bk. 80, D.L. 2027]* by the Point Grey Council.

In 1891 I purchased the N. ½ of D.L. 321 *[80 acres]* from Hugh Magee, and in 1902 in partnership with Mr. J.H. Bushnell P.L.S. we purchased 50 acres from the Government *[Blocks 55, 56, 65, 66 and 80 in District Lot 2027.]*

Question by J.S.M.: Why was the meeting held in the barn?

Mr. Chaldecott: "I don't know now exactly; I think the house was a little way off; anyway, we got a table and some chairs and had the meeting in the barn; decided to make a petition to have the district incorporated as a municipality."

## JERICO BEACH. DALGLEISH OF JERICO.

"The way I identify the photo of the Dalgleish house" (formerly Angus C. Fraser house) "on the site of the present Jericho Country Club, with the other two photos" (Bailey Bros.) "is as follows:

"I knew Mr. John M. Dalgleish and Mrs. Dalgleish well, she was a big woman; in the photo of the picnic party, Mr. Dalgleish stands with his hand on the scow, he is wearing the same kind of hat, coat and knee-boots that he always wore—that was his mode of dress—and Mrs. Dalgleish is beside him with a large

white bow under her chin, and two children in front of them; in the photo of the house, you will, with the aid of a magnifying glass, find these four figures grouped in the doorway, wearing the same hats, white bow, etc., and on the right are grouped some of the ladies of the picnic party, whose hats can be identified as some of those standing on the scow in the other photo, showing that all three photos were taken on the same day. Again, looking at the picture of the tug and scow with the magnifying glass, you can identify the house in the distance as being the same house as in the companion photo. There is not doubt that it is the old Dalgleish" (or Fraser) "house.

"The paddle-wheel tug beside the scow is the *Richmond*; owned I am told by a Capt. Robertson, who is looking out of the wheelhouse.

"I knew the Jericho Beach and flats well, as during the winter of 1890-91 I used to go there by boat to shoot duck and snipe on the swamps at the weekends; in fact, that was the way I came to know Mr. and Mrs. Dalgleish, and afterwards, between November 1892 and December 1894, I often saw them during that time when I played golf over the nine-hole course which the Vancouver Golf Club constructed on the flats as sub-tenants of Mr. Dalgleish, who had a lease from the Admiralty."

Statement by F.M. Chaldecott, 15 August 1935.

"The above is correct.

"(Signed) F.M. Chaldecott."

For photographs, see C.V. P.Be. 17, 40, 41.

## **FURTHER CONVERSATION WITH F.M. CHALDECOTT, 15 AUGUST 1935.**

### **FIRST CUSTOMS HOUSE.**

"The Hamilton Building, owned by L.A. Hamilton of the C.P.R., on the southeast corner of Hastings and Granville streets, where the Canadian Bank of Commerce is now, was occupied by Berteaux, the grocery man of the corner, the Customs House, where Capt. Worsnop, afterwards Colonel, was next up Granville Street, and John Reid next down Hastings Street; upstairs was Dr. A.M. Robertson—he was single and still is—in his office and rooms; Dr. Robertson was in charge of the first hospital."

### **FIRST HOSPITAL.**

(See Dr. Robertson, C.P.R. doctor in Vol. 3.)

"The Springer and Braemer" (?) "block was across the street; I think Harvey Haddon who gave the park at Kitsilano Beach, owned the corner where the Royal Bank is now. Ask Calland about it. The pile of white broken boulders might be the foundation of the Delbruck Block." (See photo P. Str. 17, N. Str. 5.)

### **[OAK TREE.]**

IF the oak tree referred to is the oak tree inside Brockton Pt. Athletic Grounds just behind the cricket pavilion, then I think the writer of the article is in error. For the reason that the tree I refer to was planted by Mrs. Hamersley [*the wife of A. St. George Hamersley, who was then president of the Brockton Point Association*] in August 1902 in commemoration of the coronation of King Edward. I was a member of the board of the Brockton A. Assn. at the time, but was not present at the planting of the tree, but I well remember that it was a small seedling in a flower pot at the time as it was August.

Of course there may have been another oak tree planted by the present king, but I have no recollection of the ceremony, but it could well have taken place without my knowledge. I think my memory is correct about the Coronation Oak, and an account of the ceremony probably could be found in the "News-Advertiser," or "Province," in the first issue after the date of coronation in 1902. All this may be quite unnecessary if it is an error of the writer of the article.

Yours sincerely,

F.M. Chaldecott.

Of course my memory may be at fault, but that can be settled by looking up the newspapers of both 1901 and the 1902 August.

(See photo No. C.V. P. Tr. 11, N. St. 14.)

**JOHN MOLE. HUGH MAGEE. F.M. CHALDECOTT.**

Excerpt, letter, 21 April 1937, F.M. Chaldecott to City Archivist.

"In order to give access to his farm D.L. 315 and 321, Hugh Magee and I gazetted this road" (Magee Road, now 49<sup>th</sup> Avenue West) "which was cleared by Hugh Magee, who made the first rough wagon road, which saved Mr. Mole and himself several miles haul for their milk wagons."

**MEMO OF CONVERSATION WITH F.M. CHALDECOTT, SOLICITOR, ONE OF THE ORGANISERS OF THE MUNICIPALITY OF SOUTH VANCOUVER, 15 AUGUST 1935.**

**TWIGGE ISLAND, NORTH ARM, FRASER RIVER.**

"Twigge Island was not named after S.K. Twigge, or General Twigge, his brother, but after the nephew of both, that is, Conley Twigge, who owned it, and had a milk ranch on it. He was there in 1890 or 1891; how much before that I do not know."

**MEMO OF CONVERSATION WITH MRS. J. CHARTERS, 2725 STEPHENS STREET, KITSILANO, VANCOUVER, BAY. 3382Y AT ARCHIVES OFFICE, CITY HALL, 20 FEBRUARY 1936.**

**SIMON FRASER RELIC.**

Mrs. Charters brought to the office an inlaid needlework box, probably of walnut, inlaid with pearl, about nine inches by twelve inches and six inches deep, with little boxes, done in pink silk lining, inside for needlework accessories. The box is undoubtedly early Victorian.

On the bottom of the box is written—outside bottom—the following inscription:

A GIFT TO JANE S. WARD FROM HER DEAR KIND OLD FRIEND GRACE MARIA FRASER  
AUGUST 19<sup>th</sup>, 1864     COTEAU DE LAC

and below the above, in writing of later date:

FROM JANE WARD TO HER DEAR DAUGHTER ON HER 21<sup>st</sup> BIRTHDAY, PORT HOPE, OCT.  
1868

(Note: Major J.S. Matthews has since—March 1936—purchased the sewing box; it is now in City Archives.)

Mrs. Charters said: "It belonged to Grace Fraser, sister of Simon Fraser, and was presented to Jane Ward. Miss Ward was her friend, but was probably no blood relation.

"I" (Mrs. Charters) "am a close friend of Mrs. Mary Miller, and am acting for her in the disposal of her relics of which this is one, as Mrs. Miller is contemplating breaking up her large home at 3968 Beatrice Street, South Vancouver, preparatory to going east. Mrs. Miller is a widow and is now about—approximately only—say, 70; no descendants. Her husband, S.L. Miller, was a teacher in the King Edward High School here. Miss Winnie Ward, who is now 89, and living at Port Hope, is a daughter of Jane Ward, to whom the box was originally presented by Simon Fraser's sister.

"The Wards originally lived at Coteau du Lac in the home of Simon Fraser, which they purchased, and in which Simon Fraser, his sister, Grace, and Mary Miller, were all born.

"Jane S. Ward was sister to Mrs. Mary Miller's father, Capt. Michael Wilkes Bailey, who also owned Fraser's old home.

"Her dear daughter is Miss Winnie Ward of Port Hope, now aged 89."



Vancouver, 1886. The first clearing of the "C. P. R. Townsite", month of June, but before "The Fire". This projecting hump between two lower levels made favorable elevation for photography. Can. Pac. Ry. before "The Fire". Also showing why fire did not burn west of Regina Hotel; C. P. R. had cleared land. This projecting hump between two lower levels made favorable elevation for photography. Cordova St. also appears to have been rough graded. Cleared road on right is Hastings St.

Shack. Ship-drying sails at Hastings mill. Road stake. Shack. Man with mattock taking out stump. Smouldering stump. Two sloops. Tent.

Presented, June 1900, by Estate of Geo. H. Dawson, Asst. City Engineer.

Wood stacks. Two sloops. Tent. Road stake. Shack. Man with mattock taking out stump. Smouldering stump. Long handle shovel. Princess Louise Tree. Smouldering fire. Arsonage. Regina Hotel. Carter House, first three story building. Road stake. Pool. Mattock. Two men with crosscut. Observe Hastings St. being grubbed, crowned, ditched, water in ditch. City Archives/SM.

Item # EarlyVan\_v4\_023



**MEMO OF CONVERSATION WITH MR. AND MRS. W.H. CHASE OF "GASTOWN," AT CITY ARCHIVES, 29 SEPTEMBER 1938.**

**DEIGHTON HOTEL. ICE.**

Mr. Chase said: "Across the front of the Deighton Hotel, looking north, was the bar; on the west side, looking over the vacant space between Miller's house and the hotel, was the dining room, long and narrow, and with a door leading to our cottage between Miller's house and the hotel, but more to the south. At the back of the dining room was the kitchen, a lean-to, and at the back of that, the ice house.

"Upstairs there was a moderate sized plain square hall; just a bare hall, with rooms leading off; nothing more; there was no running water, or anything of that sort; just jugs and basins, and a tub for a Saturday night bath."

**JONATHAN MILLER'S HOUSE. THE PROVINCIAL COURT HOUSE.**

"Miller's house had a low verandah, small and short, along the front of it, looking over the inlet. On the northeast corner was a small sitting room, with window looking over the inlet; then, in the middle, a doorway to enter, and a passage down the middle of the house, and, on the northwest corner, a little court office, just a bit of a place; the whole building was merely a cottage."

**MEMO OF CONVERSATION WITH MR. AND MRS. W.H. CHASE, WHO CALLED WITH THEIR DAUGHTER, MRS. W.W. HATFIELD, AND THEIR NIECE, MRS. ETHEL JACKSON, CITY ARCHIVES, 28 SEPTEMBER 1938.**

**DEIGHTON HOTEL. STAGE HORNS.**

Mr. Chase said: "We took over the Deighton House in November 1885, and were burned out in June 1886.

"I don't remember very clearly about stage horns. I rather think they did blow a horn, but I have no clear recollection."

**MEMO OF CONVERSATION WITH MRS. J.F. CHRISTIE, 7881 HEATHER STREET, ONLY LIVING CHILD OF SIMON FRASER, OF GRANVILLE, BURRARD INLET, BROTHER OF ANGUS C. FRASER OF GRANVILLE AND JERICO, ENGLISH BAY, 12 AUGUST 1936.**

**SIMON FRASER.**

Mrs. Christie said: "I am the youngest" (Jane C. Fraser) "of the family, and was born in the Fraser, Simon Fraser, home in that part of Gastown now known as the corner of Trounce Alley and Carrall Street" (southwest corner) "and I recall attending the old Hastings Sawmill School for a day or so only, and being permitted to sit on a long bench and watch; that was in the fall of 1886, as the school at Hastings Sawmill ceased in 1886.

"Father followed his big brother from New Brunswick to British Columbia, about 1876; Mother" (née Miss Mary McKillop) "and three children, Jack, Ellen and Grace, came with him. Father died in Vancouver in the month of March, 1904; Mother had died in May 1885, and is buried in the Masonic Cemetery, New Westminster. My brother and sisters were born in Campbelltown, New Brunswick.

"My sister Ellen, the eldest, finished schooling, under Mrs. Cordiner and Miss Agnes Deans Cameron, at the old Hastings Sawmill School; then she married J.H. Gillespie, a lumberman, and they had two sons and one daughter, the latter deceased. She died in August 1896, and is buried in the Mountain View Cemetery. Grace attended the Hastings Sawmill School also, but finished in the Oppenheimer Street school; she married J.W. Bell, government log scaler, and died, leaving a daughter, in 1896, and is buried in Nanaimo. My only brother was John" (Jack) "passed away in 1904."



**JENNIE WAH CHONG. HASTINGS SAWMILL SCHOOL. FIRST CHINESE STUDENT.**

"There was a little Chinese girl attending the Hastings Sawmill School, Jennie Wah Chong; she was the daintiest little thing; such dainty feet."

(Note by J.S.M.: Mrs. Christie was one of the seven former student girls attending the luncheon given by the Golden Jubilee Committee at the Hotel Vancouver, 24 July 1936, to the surviving girls of the Hastings Sawmill School. Jennie Wah Chong became the wife of Goon Ling Dang (trade name "Jung Kee") of Canton Alley, 1936, and had one son, now working on the *Chinese Times*, and one daughter; she died about "fourteen years ago.")

Corrected by Mrs. Christie.

J.S. Matthews

11 November 1936.

**MEMO OF CONVERSATION WITH MRS. RUTH MOUNT CLEMENTS, SUITE 404, 1298 WEST 10<sup>TH</sup> AVENUE, VANCOUVER, 1 MAY 1939.**

Widow of A.L. Clements, Esq., and niece of Mrs. Ruth (John) Morton, who came this morning to the City Archives with a photo of four ladies, all Ruths, and of four different generations, the eldest 90, the youngest 15. They were Mrs. Ruth Morton; Mrs. Ruth M. Clements, her niece; Mrs. Ruth J. Steacy, née Clements, her grandniece; and Miss Ruth A. Steacy, her great-grandniece.

**JOHN MORTON'S ESTATE. JOHN MORTON, FIRST SETTLER. MRS. RUTH MORTON, HIS WIFE.**

Mrs. Clements said: "Last September, Mrs. Ruth Morton, my aunt, was quite well; then she developed a slight lump on one of her breasts; it is cancer. Her doctor wants to operate; I am against it; there is nothing to be gained; it is too far gone."

"When wealth came to Mr. Morton, he got others to handle his affairs for him; he had not been accustomed to handling large sums of money."

"First the Rands were his agents; in the earlier days, say 1888, perhaps as late as 1894; they invested his funds, and once, when he was in England, he wrote Rands for money; they replied there wasn't any; no ready cash; there was a 'depression on'; it was wanted for taxes; he even lost property for non-payment of taxes. Then the management of his affairs was changed from Rands, and a Mr. Hope took it over."

"Mr. Hope did pretty well; the estate was picking up; then he, too, invested money, and things began to go to pieces again. So, E.B. Morgan was appointed."

"The same thing happened again. E.B. Morgan and the Great West Trust invested his money in their promotions, and again affairs got into a distressful condition. Then the court appointed the Yorkshire Guarantee to look after the estate, and they still have it."

"After Mr. Morton's death, Mrs. Morton was living on one hundred dollars a month from the estate, but, of course, she had her own property as well; houses, the big one on Pendrill Street at the Bay—on Davie Street—one hundred a month for three years. Then R.K. Houlgate was appointed to look after her personal property. He had been manager of the Yorkshire Guarantee, and when he left that firm, he took over the care of her personal affairs, and when he died, his partner, Mr. Summerfield, took it on."

"Mr. Houlgate brought the estate back again, built it up; then he died, and now, Mr. Summerfield, his partner, is looking after it. Mrs. Morton liked Mr. Houlgate; he used to come up and chat, and she liked him to come."

**MORTON'S BEQUESTS.**

"At Mr. Morton's funeral, the Rev. Mr. Perry, minister of the First Baptist Church, said that Mr. Morton had put up \$41,000 towards the Baptist Church at corner of Nelson and Burrard. Mr. Morton did not actually build the Ruth Morton Memorial Church; he told them he would raise half of the cost if they would raise the other half. He gave them the lot next to his home down on English Bay, and they sold it for \$15,000;

more than they expected. Then, when they opened the church, they were short of money, and aunt" (Mrs. Ruth Morton) "gave them \$3,000 out of her bank account.

"I know Mr. Morton helped with the North Vancouver Baptist Church, and he build the Summerland Baptist College; they lost it; could not keep it. He has willed the Baptists \$100,000 for churches at Mrs. Morton's death. Then he kept some children—orphans or something—in India, and at his death, Mrs. Morton took care of them. A queer thing at that, after placing Ruth Morton Church free of debt, the church people mortgaged it to build some small Baptist church somewhere else, and then appealed to Mrs. Morton to pay off the mortgage, and—she did—she gave it to them. Mr. Morton's hand was always in his pocket."

### **THE FIRST COAT OF ARMS, CITY OF VANCOUVER.**

The first coat of arms, used from about 1888 to 1903, was designed by Lachlan A. Hamilton, an alderman of the first City Council; C.P.R. Commissioner, and in 1936, the sole surviving member of the first City Council. He surveyed the site of the city into streets; Hamilton Street is named in his honour.

J.S. Matthews.

### **THE FIRST CITY COAT OF ARMS.**

The first city coat of arms, showing a fir tree, a vessel, and a locomotive, was designed by Alderman L.A. Hamilton, C.P.R. Land Commissioner. (Hamilton Street.)

J.S. Matthews.

### **MEMO OF CONVERSATION WITH MR. C.V. COLDWELL OF UNION STEAMSHIPS LTD., SON OF ALDERMAN CHAS. COLDWELL, ALDERMAN, FIRST CITY COUNCIL.**

#### **ARRIVAL OF FIRST TRAIN, 23 MAY 1887.**

Mr. Coldwell: "Most certainly I saw it. I was a boy of seven, playing on the beach a few feet north of the present Alexander Street, just east of Carrall Street, and I remember looking up as the engine and train came down the track on piles above us where we were playing, the engine all decked out in roses and flowers.

"But there was a train into Vancouver before that, a construction train; it came some weeks previously; the train on the 23<sup>rd</sup> May was the second train I had ever seen."

Note by J.S. Matthews: There is mention in some conversation I have had; it is recorded in *Early Vancouver*, Vol. 2 or 3 I think, that the first train came in as far as the Hastings Sawmill about March 27<sup>th</sup>. The narrator said he was working on the track, building the small bridges, and the engine and cars ran over them as soon as they had fixed them; makeshift bridges, and, perhaps to get freight, groceries, supplies, from the Hastings Sawmill wharf, then the only wharf on the south side of the inlet.

Mrs. Joseph W. Cameron, 1903 Bayswater Street, says first construction locomotive arrived foot of Westminster Avenue, 23 February 1887.

#### **FIRST CITY COUNCIL, 1886. ALDERMAN COLDWELL. A "LOST STORY."**

Alderman Coldwell's son, for many, many years the esteemed employee and trusted official of the Union Steamship office staff, once told me that someone, I forget who, had long promised him that someday he would tell him an interesting story about his father, Alderman Coldwell. "But," said Mr. Coldwell, "he" (his friend) "died," and then added with mournful lamentation, "that just shows you how necessary it is to record things while we have a chance. I don't know what he was going to tell me, but he promised many times, but never did."

And poor Coldwell of the "Union Steam" went on lamenting, and is yet; and the City Archivist, a close friend, but a "cruel beast," lets him go on.

W.H. Gallagher, ex-alderman, explains with joyful glee, "I know; I know what it was; he" (Alderman Coldwell) "dyed his hair, dyed it black; look at his photographs." (See John Innes' painting of first City Council; also "City Hall in Tent," photo.)

Alderman Coldwell built, before the Fire, a fine wooden building on the north side of Water Street between Abbott and Carrall, but at the Abbott Street end, and it was nearly finished when the Great Fire of June 1886 came along and destroyed it. It shows in the Devine panorama photo of Vancouver "Before the Fire," a three-section panorama extending from beyond the Hastings Mill burner to about Abbott Street. It is a two-storey structure.

The Coldwells are related to the famous Mrs. McGregor of Fort Rupert; see photo C.V.P. Port. 160, No. Port. 63, showing four generations of them, and in which I think Mr. Coldwell, of the Union Steamship Co., appears as the great-grandchild.

### **MEMO OF CONVERSATION WITH EX-ALDERMAN EDWARD COOK, 5937 SPERLING STREET.**

Alderman 1901-2-3-4-5; arrived in Vancouver per S.S. *Maud*, 5 March 1886; voted at first civic election, May 1886, and, 30 September 1901, as an alderman of Vancouver, received the Duke and Duchess of Cornwall and York, on the dais in front of the old Court House on Victory Square.

#### **S.S. ABYSSINIA. "SPRATT'S ARK."**

Mr. Cook said: "I saw the *Abyssinia* dock here on her first trip. In those days everybody went down to 'meet the boat'; it was more customary than going to church; she was afterwards coaled by 'Spratt's Ark'; I think the coal the 'Ark' carried was enough for one trip of the *Abyssinia*." (See narrative in "Over the Foreyard, *Province*, Saturday 25 April 1936, page 6.)

"As for her docking at Port Moody. That was one of the things we were never quite sure of; steamers passed up the Inlet to Port Moody, and then came back to Vancouver—even the Victoria boats—and that was the first we would know about it. The old Canadian Pacific Navigation Co. were not a bit strong on Vancouver, and preferred running from Victoria to New Westminster. That made Port Moody an important place because the passengers got on or off at Port Moody and proceeded to or from Westminster. I have crossed over that way lots of times."

### **MEMO OF CONVERSATION WITH EX-ALDERMAN EDWARD COOK, WHO WAS VISITED IN THE MAYOR'S OFFICE THIS MORNING, 12 MAY 1939.**

#### **CHRIST CHURCH CATHEDRAL. ALDERMAN EDWARD COOK.**

Mr. Cook said: "Did you see that Christ Church Cathedral has got out a little history book of the 'First Fifty Years'?"

Major Matthews: I see it mentions you built the "root house" (basement.)

Mr. Cook: "I laid the stones of that foundation with my own hands."

### **THE "MAD COUNCIL" OF 1935.**

Street car conductor (to passenger with whom he was acquainted, getting off at temporary City Hall): "Going to the madhouse?"

A term applied to the City Council of 1935 and 1936. The expression went, "The Mad Council with a madder mayor at the madhouse" (City Hall.) The mayor was variously termed "paranoiac," "megalomaniac," etc., and several aldermen gave cause for astonishment; they were an extraordinary and eccentric body with two or three only of the twelve who seemed to have a conception of the responsibilities and duties of their office.

### **AN EPITOME OF VANCOUVER IN MARCH 1936.**

Bank Manager: "Bob was in; said he thought he'd invest in City of Vancouver bonds at 83" (par \$100.00.)

City Archivist: What did you advise him?

Bank Manager (1): "Told him he'd be a fool if he did."

(1) Harry Cambie, Bank of Montréal (City of Vancouver bankers), manager, Main Street branch, and an old and trusted servant of the bank.

### **THE CITY ARCHIVES, IN 1935, AT A GLANCE.**

Alderman Harvey: (waving his arms in despair at the City Archivist) "The only business like thing about this office is that you get the work done."

Note: the office, just one small room, was without equipment, without help, filing cabinet, cupboards, telephone, stationery; and the City Archivist was allowed a monthly honorarium of \$25.00 and provided all, that is, stenographer, stationery, and paid all expenses. A desk, a table, and two chairs comprised the office furniture.

### **YOUNG MEN'S CHRISTIAN ASSOCIATION.**

Excerpt from article in *Province* by J.M. Clute, 14 June 1931:

"A few months after the fire, half a dozen men met in a room over a saloon, and formed a Y.M.C.A. I was chosen president, and so became the president of the first Y.M.C.A. in B.C. In six months we had bought a lot on Hastings Street, and put up a two storey building, clear of debt."

### **EARLY STREET CARS. FIRST CAR FARE.**

The five cent piece, which Mr. Carmichael, the first conductor, took as the first fare, and kept, was left by him, when he died about May 1935, to (his nephew, I think) Mr. F.C. Folkins, 2827 Marine Drive, Vancouver.

### **VANCOUVER GAS CO.**

Frank Marrion, 14 April 1936: "Father turned on the first gas in Vancouver, and I lit it."

### **MEMORANDUM OF CONVERSATION WITH MRS. ALICE CRAKANTHROP, 1622 CHARLES STREET, VANCOUVER, 21 MARCH 1935.**

#### **CRAKANTHROP.**

Mrs. Alice Crakanthorp, née Patterson, was the first white child born (at Stamp's Mill) Alberni, B.C., 26 February 1864. The late Mr. Robert Churchill Crakanthorp, whom she married at St. James' Church, Vancouver, 29 December 1892 (by the Rev. Father Fiennes-Clinton) was a scion of a very old English family of distinguished lineage (see College of Heralds) of which there are records as far as 1180 A.D. The earliest records refer to a "de Crakanthorp of Crakanthorp"; the coat of arms is "Or, chevron between three mullets pierced, azure," no supporters, as shown in a pedigree table made in 1826, in the possession of Mrs. Crakanthorp. Mr. Crakanthorp was the son of Rev. Chas. Churchill Crakanthorp, and was born at Castle Bytham in England (believe Grimsthorp; that his father was vicar of Stamford—unconfirmed); their only child is Miss Muriel Dorothy Branscombe Crakanthorp, born at Port Blakely, Washington, 20 October 1895. Mr. Crakanthorp died 6 December 1926, and was buried, from St. James' Church, at Ocean View Burial Park.

## **PATTERSON.**

Mrs. Crakanthorp is one of several of the children of John Peabody Patterson and Emily Susan Patterson, née Branscombe—the former believed to be from Boston, Massachusetts, or nearby, the latter from the state of Maine. He died 5 December 1908; she died 12 November 1909, aged 74; both buried Mountain View Cemetery. Of their parents little is known save that Mr. Patterson's mother's name was Lucretia Cordelia Read.

An oil painting of Mrs. John Peabody Patterson inscribed, "A Lady of Grace of St. John in a Wilderness," is a copy of a tintype reproduced by a Chinese artist in China when she was twenty-two—about 1855. It has been reproduced by photography (see City Archives.)

## **JOHN PEABODY PATTERSON.**

"As I understand it," said Mrs. Crakanthorp, "Father went to San Francisco from New York, 1860-1862."

## **FIRST WHITE CHILD BORN ON ALBERNI CANAL.**

"Just when Father went to the Alberni Canal I do not know, but until they settled down for good on Burrard Inlet, Father and Mother were 'gypsies'; they just travelled and travelled," (laughing.)

"One sister was born in 1859, in New York; another in 1862, San Francisco; then I—my name is Alice—was born, the *first white child born at Alberni*" (Stamp's Mill) "26<sup>th</sup> February 1864. Captain Stamp's old mill at Alberni, where Father worked, was situated on the site of what is now called New Alberni, but which, actually, being the site of the original mill, is really 'old' Alberni. The mill was near the site of the present Somass Hotel and General Hospital. When the mill was shut down we went to Victoria, where my brother Frank was born; then we moved to the Upper Champoug" (sic) "River, a tributary of the Columbia River, in Oregon, where Father bought a sawmill; then some or all of the family took ague or fever and we moved down the Columbia River to Buteville, Oregon, where another daughter was born in 1869, then to Ranier, Oregon, where my brother Calvin was born in 1872, and then to Portland with his brother, who was master of the sailing vessel *Edward James* which entered Burrard Inlet in 1872; he was mate. Captain Calvin Patterson" (John's brother) "was Mrs. Captain W.H. Soule's" (Hastings Sawmill) "first husband. Father had also been on some mail line of steamships, at some earlier date. Fred was born at Moodyville, 1876.

"I recall leaving Ranier, Oregon, and going over to Kalama in a steamboat, and from Kalama we drove in a four-horse stage to Olympia, Washington, then took steamer to Victoria, and from Victoria to Hastings Sawmill in the slow old steamer *Maud*, Captain Holmes; the *Maud* was very slow; she took a very, very long time to cross the Gulf.

"Finally, in April 1873, we reached the Hastings Sawmill. I was then a child of nine; I am now 71. Father supervised loading ships." (A gracious lady mellowed by grey hairs and the years, but who still relishes a little fun and mischief.)

## **HASTINGS SAWMILL, 1873.**

"My earliest recollections of Hastings Sawmill are those of sojourning as best we could in the two little rooms of a shack hastily thrown together as a temporary shelter until we got a house built. Father built a small storey-and-a-half house, back of the Mill Store" (see photo No. C.V. P. Mi. 12, Bailey 722), "afterwards occupied by the Ridley family, who had come from Oregon with us." (See *Early Vancouver*, Vol. 3.)

## **MOODYVILLE, 1874.**

"We moved to Moodyville in 1874, when I was nine, and I remained there until I was married. Father left Moodyville the end of March, 1896, and went in the employ of the Union Steamship Company."

## **FIRST SCHOOL. FIRST SCHOOL CHILDREN. FIRST SCHOOL TEACHER.**

"The first school children I recall included Ada, Carrie and Fred Miller, the constable's children; Dick Alexander, son of R.H. Alexander, manager of the mill; Abbie, Beckie, Alice (myself) and Addie Patterson; the rest were half-breeds or Indians. The teacher was Mrs. Richards, who afterwards married Ben Springer, manager of the Moodyville Mill.

"On the 10<sup>th</sup> May 1873, my sister Addie had a birthday party; I was nine. It was held in the school house. All school children, including Kanakas, were invited. Mother had Indian women the day before clear the school house. Mrs. Alexander and Mrs. Richards" (school teacher) "helped to set the tables and generally make things ready. School was dismissed at 3 o'clock; the children going home to get dressed, and be back by 4 o'clock, sitting down at a long table to a splendid supper, and being waited on by the mothers. After finishing the meal, which must have taken until about six o'clock, the children went outside to play games. Races were run, and one is especially outstanding in my memory. Captain Fry, whose ship the *Niagara* was loading at the mill, had great pans full of currant buns baked especially for the party, heaped up on the pans. We were all lined up in front of the water flume in front of the school house, and each given a bun according to our size; the idea was to see who could eat their bun first. The prize was money, which was won by Leon Nahu, a very fine Kanaka boy—the family are still residents of Vancouver. Then Mr. Alexander organised running races. The race would start right at the school house; Captain Fry started us. Mr. Alexander stood in a direct line with the Mill office gate, and we had to run around him back to Captain Fry. The prize for this race was one dollar, which I won. As soon as dusk set in, each child was given a parcel of dainties, such as cake and candies, and sent home. The grownups afterwards had supper and spent a pleasant evening playing cards, games, and hearing music."

#### **FIRST PIANO. MRS. RICHARDS (SEE ABOVE.)**

"The first piano on the south side of Burrard Inlet was one which was part of the cabin furniture of the barque *Whittier*, Captain and Mrs. Schwappe." (?) "Mrs. Schwappe sold it to Mrs. Richards, school teacher, who lived in a little three-room cottage back of the Hastings Sawmill school house, and afterwards married Ben Springer, manager of the Moodyville Mill."

#### **FIRST WHITE CHILD BORN ON BURRARD INLET. FIRST NURSE AND FIRST ACCOUCHEUSE. EARLY HOSPITALIZATION.**

"H.O. Alexander was the first child born at Hastings Mill; as to whether he was the first white child on Burrard Inlet, I cannot say, but he certainly was the first at Hastings Sawmill, because my mother not only confined Mrs. Alexander, but also afterwards nursed her. There were practically no white children born on Burrard Inlet; about the only births were Indian births; white women expecting confinement went to Victoria. You see, there was not a doctor nearer than New Westminster, and to reach New Westminster it was necessary, first, to send a message by an Indian and his canoe to Maxie's at the 'End of the Road'—as we used to call it (Hastings)—about three miles by water, and then a horseman had to ride to New Westminster over the old Douglas Road; it was almost a twelve-hour journey to get there, find the doctor, and return. I know, when it was necessary to send to New Westminster for a doctor, it did take" (with emphasis) "so long to get him. Mother was not a trained nurse, but she was a wonderful woman, and Mrs. Alexander loved Mother and had great confidence in her."

#### **INDIANS INTOXICATED.**

"In the old days there were a lot of sailors on the sailing ships here, and they used to give drink to the Indians, and when an Indian is drunk he is crazy. Mother would go out and 'fix' (first aid) "the Indians; she was fearless.

"I recall when there was once a brawl on 'Maiden's Lane,' that was just a pathway so named on the Moodyville hillside above the mill—we also had 'Frenchtown' where one Frenchman lived, and 'Kanaka Road' where the Kanakas lived. Mother was sent for to come down and quell the disturbance; a man had fallen and split his lip.

"Mother sewed up the split lip; his wife—quite a nice woman—was crying and terrified, and called out to Mother the warning, 'Be careful, Mrs. Patterson, he will strike you.' Mother replied, 'No, he won't' and addressing herself to the man whose lip she was sewing up, said, 'You dare move, and I'll hit you over the head with a club.' He had terrified the others, but not Mother; that was her nature.

"Then again, the Indians would bring their children to her. I would like some time to count up the number of children she brought into the world in that early settlement; she could do anything."

## **INDIAN QUARRELS.**

"Then I recall one day, we were all sitting on the verandah at 'afternoon tea' with a lot of captain's wives off the ships, when an Indian woman came along; she was howling; they don't exactly cry, they sob; and she noticed Mother sitting on the verandah, and she called out, 'Jinnie Douglas bit my lip.' So Mother told her she must go right over and see the doctor. The Indians used to fight and scratch a lot.

"Then one day an Indian woman came along; she was 'Little Tommy'—that was the only name we ever knew her by. She had a baby with very bad eyes; they were practically closed up. So Mother washed them with a little milk and water and some boracic. She told the women to go to the Mill Store and get some 'Steadman's Teething Powder.' The woman came back with some baking soda; Mother explained that it was not the right thing, and wrote a note for her."

## **POINT ATKINSON LIGHTHOUSE. MRS. ERWIN. MR. WELLWOOD.**

"I recall once, Mother being sent for to go out to Point Atkinson; Mrs. Erwin was very ill. I think Mr. Wellwood was the first lightkeeper, but then Erwins were there for thirty years.

"Well, the tug boat would not put out into the storm—the storm was so severe—so Mother went down to Point Atkinson with two Indians in a canoe, and fixed Mrs. Erwin up. The Rev. Mr. Thompson, Methodist minister, said Mother was a 'Grace Darling.'

"I recall too how they used to come in the night, and Mother would go off to the rancherie west of Moodyville, or to the one down on Kanaka Road; we used to call it 'Kanaka Road'; just a short distance east of Moodyville where some Indians and Kanakas lived; they used to have some pretty good fights down there, but Mother was never afraid."

## **DR. H.E. LANGIS.**

"Dr. Langis, a pioneer doctor, once paid Mother a fine tribute when he wrote that if ever there was a Christian in the world it was Mother. Perhaps he may have exaggerated a little when he wrote the Mother Superior of St. Paul's Hospital here the 'she' (Mother) 'knew more than all your trained nurses,' but the fact that he wrote it indicates what he felt about it. Mother knew no fear; there were no end of Indian children named after her."

## **HOSPITALS. NURSES. DOCTORS WALKEM AND MASTERS.**

"I was thirteen when, in 1877, Dr. Walkem came. Dr. Walkem was here before Dr. Masters; there never was a resident doctor at Moodyville, but each employee 'volunteered'—they were more or less forced to it—to pay one dollar a month. Dr. Masters was fond of the flowing bowl. Dr. Walkem was the first resident doctor at Hastings Sawmill. I presume the reason they got a resident doctor was because 'they' charged fifteen dollars to come from Westminster; any trip for any purpose."

## **"OLD WILLIAM," INDIAN. "SUPPLEJACK" (KHAYTULK).**

Query: Do you recall "Old William"?

Mrs. Crakanthorp: "Oh, yes; dear old thing! Alexander's servant; he was so good; used to work for Mrs. Alexander; and sometimes for Mother. Sometimes the women would go away, across to Moodyville or somewhere; then they would leave him in charge; he would get the potatoes ready, set the table; then when he was done over there he would go over to our place; Alexander's was next door to us; there was just a fence between us; and he would fix things at our place. He was so clean; you could trust him with anything, to do anything, was the windows, anything. His wife was Sally.

"Supplejack? I never met him, but often heard of him. Whether he deserved it or not I do not know, but Supplejack" (son of Chief Haatsa-la-nogh, after whom Kitsilano is named, and father of August Jack Haatsalano, a magnificent Indian) "was known as a 'bad' Indian. I know a woman—a great big Irish woman—who helped Constable Jonathan Miller to arrest him near the Hastings Sawmill; he was getting away from Miller. They never could catch him; I think that was why he was called 'Supple Jack'; he was very clever in slipping away. I know my mother used to caution me, 'Now don't go far away, because Supplejack's around.' I was frightened to death of Indians; when we were at Alberni, they used to send for the gunboats. But Old William, he was so good."

### **LOCAL ENTERTAINMENTS. "AT HOMES."**

"They talk today about early life on Burrard Inlet being coarse, and it annoys me. Why, we used to have our 'At Home' days; used to entertain the ships a lot; used to sit on our verandah, up on the hill above the mill and entertain a lot of strange sailing ship captain's wives at tea; there used to be a lot of ships in sometimes."

### **H.M.S. *REPULSE* VISITS BURRARD INLET.**

"My next recollection just at this moment is the visit of H.M.S. *Repulse*; she anchored just off Moodyville, and we were invited to lunch on board. I remember it so well, for I was just eleven years old—we had cold meat pie—I think it was July 4<sup>th</sup>, 1875.

"You see, Sue Moody, manager of the Moodyville Sawmill," (drowned November 1875 off Cape Flattery in the loss of the *Pacific*) "was an American."

### **EARLY CHURCH SERVICES.**

"Well, anyway, the naval officers sent a steam pinnace ashore, and we all crowded into it to go to church on the man-of-war; the service was on the deck. In the party on the pinnace were Mr. and Mrs. R.H. Alexander, Mr. James Alexander, brother of R.H., S.P. Moody, David Milligan, and, of course, Mother and myself, then a little girl. We had been invited by Paymaster Millman" (?) "and the chaplain.

"The lunch was a deep disappointment to me; cold steak and kidney pie, and ale; no tea or coffee. I had expected something grand, something sweet and pink in colour; for a child, the cold pie was disappointing; just cold pie with bread, butter and ale; the latter I did not drink.

"Then some of our party went ashore early. I remember my mother telling my aunt—she was Mrs. Calvin Patterson then, afterwards Mrs. Captain Soule—to hurry ashore and go home and get things ready as they were going to invite some of the officers to tea. The paymaster and the chaplain came ashore and had tea with Mother and others at our home.

"Then, again, Rear Admiral Cochrane had a ball on board, but of course I was too young to go to that."

### **MIDNIGHT ADIEU CLUB. GRANVILLE, EARLY DAYS.**

"The Midnight Adieu Club was a club of young people, who held dances throughout the winter, about every two weeks, usually at Blair's Hall."

### **BALLS, DANCES, PARTIES.**

"Blair's dance hall—Mr. Blair was a good dancer; they were all good dancers in those days—was behind his saloon. Nowadays it may not seem very nice that Miss Crakanthorp was at a dance behind a saloon, but the facts are that I was; it was all right in those days. Maxie" (of Maximilian Michaud of Hastings) "used to come up and dance. Blair's Hall was very nice; a platform for the musicians, dressing room at the back, more dressing rooms upstairs, and a very good floor and a room above for supper."

Query: What did you have to eat.

Mrs. Crakanthorp: (astonished) "What didn't we have to eat!"

Query: How did you go home?

Mrs. Crakanthorp: (laughing) "We could walk, couldn't we?" (And the probability is that the young ladies and their beaux did walk back to the Hastings Mill in the small hours, through the shady lane through the forest or along the beach, once known as Hastings Road, now Alexander Street, and took their time doing it. Mrs. Crakanthorp protests and retorts, "We had a chaperone; we were very particular about that.")

### **MRS. R.H. ALEXANDER.**

"On Mrs. Alexander's crystal wedding day, that is fifteen years, she gave a party, and she had dancing at the old house—not the new one—and cards, too; we usually did. Her dress? Wine coloured; made in Victoria; princess gown. She was very fine looking. Years after, there was a grand ball for the opening of the Hotel Vancouver on Granville Street; people came from everywhere; Winnipeg, Nanaimo; everywhere."



### **ST. JAMES' CHURCH ON THE BEACH. HASTINGS SAWMILL SCHOOLHOUSE.**

"I have told you of the church services on the deck of the H.M.S. *Repulse*. Well, finally it was decided to build a church. The ladies of Hastings Sawmill and Moodyville had a bazaar. First, they had sewing meetings at Captain Raymur's house. Mrs. Dr. Walkem was the president. The ladies would meet at Captain Raymur's house and sew and do fancy work; and also his wife, who lived in Victoria, was holding similar meetings there. Anyway, they got things together and had a bazaar in the old Hastings Sawmill schoolhouse, about 1880. Then, at the proper time, Mrs. Raymur and a party of ladies came up from Victoria for the bazaar. They had a lunch table, and I remember so well Mrs. Alexander dropped a carving knife on the Rev. Mr. Ditcham's (he is still living) foot. He was the first resident Anglican minister. The bazaar lasted for two days and two evenings; it was very successful; we sold everything."

### **ST. JAMES' CHURCH, DEDICATION. FIRST CONFIRMATION CLASS.**

"Bishop Sillitoe came to dedicate it after the church was finished. It stood on the beach, surrounded by trees, and reached by a plank sidewalk; the site I think was just west of the foot of Main Street." (Note: it was partly on Alexander Street just west of Main Street, and partly on the northwest lane corner of Alexander Street just west of Main Street; the beach was a few feet in front. There was a two-plank sidewalk along the beach to the church, in front, and a wider board sidewalk to it at the back of the church.)

"The dedication must have been in the spring, because the Bishop came with his bride, a beautiful woman. I sat and looked at her dress all through the sermon, and did not remember a word of what he said. Someone afterwards remarked that 'this young lady looked at Mrs. Sillitoe and her dress all through the service,' and commented, 'Is that not strange?' But another said, 'It was not strange at all,' because Mrs. Sillitoe was a very beautiful woman. I was in the first confirmation class; I was just seventeen, so that it must have been in 1881. Yes. The church was in the beach, or nearly so."

### **FIRST WEDDING ON BURRARD INLET AT HASTINGS SAWMILL, 2 DECEMBER 1874.**

"The first wedding at Hastings Sawmill on Burrard Inlet was my sister's; Abbie Lowell Patterson; she became Mrs. Jordan. He was a sea captain, master of the sailing ship *Marmion*, lost off Cape Flattery while it was carrying coal. Abbie was in the wreck but was saved, and he was afterwards a pilot in San Francisco.

"Their wedding was in our little house opposite the Mill Store at the foot of what is now Dunlevy Avenue, and the Rev. James Turner, the first resident clergyman here, was the" (Wesleyan Methodist) "minister. We came here in April 1873, and I have figured out that the wedding must have been in 1874. I did not like Rev. Mr. Turner. Carrie Miller and I hit him on the head with a snowball with a rock in it; we used to take likes and dislikes."

### **INDIAN CHURCH, GRANVILLE. REV. JAMES TURNER. REV. RUSS.**

"I do not recall the Indian church which Rev. Mr. Turner had." (See *Early Vancouver*, Vol. 2.) "Mr. Turner and the Rev. Mr. Russ, both Methodists, used to come over from New Westminster alternate weeks, and preach in the schoolhouse." (Note: possibly before the Indian church was built.) "Mr. Turner became the first resident clergyman."

### **THE MOODYVILLE TICKLER, FIRST NEWSPAPER ON BURRARD INLET.**

"The *Moodyville Tickler* lasted just a short while. A man by the name of William Colbeck was the editor, publisher, everything. I don't think there were many issues" (see *Early Vancouver*, Vol. 3, and photos of Vol. 1, No. 1, 1878), "only one or two. He got too personal and people did not like it. He was a very clever man, could cartoon, compose songs, verses; a very clever man."

### **FIRST EXTENSION TABLE ON BURRARD INLET.**

"Mother had the first extension table on the Inlet; she afterwards sold it, but kept some of the boards, and father made a flower stool out of them."

### **R.H. ALEXANDER OF HASTINGS SAWMILL. FIRST CIVIC ELECTION. "PROTESTANT BILL."**

"I do not see why the statue to David Oppenheimer is the only one put up in Stanley Park. Now take Mr. R.H. Alexander. He was a reliable man; always did the right thing; and then he was such a fine man; nothing small about Mr. Alexander. They used to say he was too honest; when he spoke he told the truth."

"When the first election was in progress, the candidates spoke from the verandah or balcony, I forget which, of the old Sunnyside" (hotel); "this is funny. There was an old character around Gastown called 'Protestant Bill.' Mr. Alexander was speaking of what he had done for 'the Inlet'; he had done this and he had done that. 'Protestant Bill' called out from among the crowd, 'When you were building the Inlet, why the h—I didn't you make the Narrows wider?'"

"The Alexanders were a fine family; she was a good woman; they were upright, and all that sort of thing."

### **NICKNAMES.**

"Gastown, nickname for Granville, was full of nicknames. There was 'Gassy Jack,' and 'Happy Jack,' and 'Navy Jack,' and 'Supplejack'; 'Sugar Jake' was so called because he put so much sugar in his tea. Rev. Mr. Derrick was known as 'Old Hoisting Gear.'"

(Note: in addition there was Silly Billy Frost, Sore Neck Billy, Julius Caesar—his surname was Julius or Caesar—Crazy George, Dumps Baker, he was so small; Little Tommy, an Indian woman; Old William, an Indian man; Pieface, an Indian whose face was said to look like a pie; and finally Lockit Joe—lockit is Indian for six—as there were too many Joes [Portuguese Joe, who was Joe Silvey, Capilano Joe, Joe Mannion, Joe Silva, etc., etc.] The 'Virgin Mary' was an old squaw the Marchioness of Dufferin shook hands with.)

### **MRS. JONATHAN MILLER. BEN SPRINGER OF MOODYVILLE.**

"Mrs. Jonathan Miller, constable's wife, was a sister to Ben Springer, manager of the Moodyville Mill. Springer had been a telegraph operator, or had knowledge of the telegraph key, because when the telegraph came in he tried his hand at it."

### **COMING OF THE C.P.R. ARRIVAL OF THE FIRST TRAIN, PORT MOODY, 4 JULY 1886. PADDLE STEAMER YOSEMITE.**

"We hardly expected it would ever come. Father said we should all be grey-haired before it did. Mother wanted to buy property; Father said she could, but the railway would never come, so why bother? And there were many of the same opinion. I saw the first train come into Port Moody. Captain John Irving brought the *Yosemite* up" (from Victoria); "it was free; they used to do things in a grand way in those days; so she called on 'this side'" (Hastings Sawmill) "at the only dock here, and then went over to Moodyville for water and passengers; all free of course; a string band or orchestra on board, and the train came in a few minutes after we got there; engine all decked up with roses, and a lot of Major Rogers' surveyors around, and much cheering; the cheering was deafening. Sightseers came from everywhere, even Nanaimo."

"The train stopped a few feet from the *Yosemite*; we just walked across the dock; the dock was not as wide as a street. It was Sunday, July 4<sup>th</sup>. Everyone was beautifully dressed. We came back the same way, by the *Yosemite*."

### **SPRATT'S OILERY.**

"I remember Andrew Rusta, who was at the fishery;" (Captain) "Jim Raymur was agent for it; they were going to use the fish offal for something. Smell!!! I can smell it yet. I don't know if that was why it failed; something happened."

### **JIM MCGEER.**

"'Gerry' McGeer, K.C., M.L.A." (now Mayor of Vancouver) "is a smart man. I knew his father Jim; Mother used to take milk from him."

### **FIRST STREET CAR.**

"James Edward Smith, now living next door at 1630 Charles Street, was the first baby to ride on a street car in Vancouver. The car left the barn which was at the foot of Barnard Street, and ran along Westminster Avenue and down as far as Hastings Street; it was just a short trial run. As it was going up Westminster Avenue, a neighbour of the Smiths, Mr. Snyder, picked the baby up and said he would give the baby the chance in later years to say he was the first baby to ride on a street car in Vancouver; the Smiths lived almost beside the car barn. His mother protested that 'his face was not washed,' but Mr. Snyder ran off with the baby, calling back as he went that 'it did not matter, the car was coming; couldn't stop; he would do.' So the baby had a ride, and the car went on, picking up passengers as it went."

Read and approved by Mrs. Crakanthorp, 3 April 1935. J.S.M.

### **MEMORANDUM OF FURTHER CONVERSATION WITH MRS. ALICE CRAKANTHROP OF 1622 CHARLES STREET, VANCOUVER, 3 APRIL 1935.**

#### **MASONIC BALL, MOODYVILLE LIBRARY, MOODYVILLE. ST. JAMES' CHURCH.**

"I must tell you about the Masonic Ball at Moodyville. I was nineteen. It was held over the library at Moodyville." (Note: picture of Moodyville Masonic Hall in Masonic Temple, Vancouver.) "It was in the winter of 1883; very grand affair; supper very grand; very wonderful. I used to think that if I could only get to the Masonic Ball I should attain something; the style and ceremony of it" (arching her eyebrows).

Interjection by J.S.M.: Especially if the warship was in.

Mrs. Crakanthorp: "Even without the warship; a little too much ceremony; we danced the lances just before we went off to supper; the masons were so particular that we did not drop coffee on their aprons; Mr. Flett, he was engineer or something as the Hastings Mill, had an especially fine one. After the Masonic lodge moved to Vancouver, we rented the old lodge building as a church for Moodyville, and it was an adjunct to St. James. They held baptisms, etc., there, I know the old records of it are in the St. James Church here."

#### **ARCHIE MCCRIMMON, GRANVILLE.**

"Archie McCrimmon was a great big man; didn't he build the Sunnyside, the first one? I think you'll find he did."

#### **VISIT OF GOVERNOR-GENERAL. MARQUIS OF DUFFERIN AND AVA. HASTINGS MILL. ORGAN.**

"The visit of the Governor-General; I must tell you. Well, the road going down from Hastings Mill to Gastown, and from the mill to Maxie's" (Hastings) "was not quite finished; it was just a track of mud and roots through the trees; it was not properly cut through. Well, the Governor-General and his wife came in on the H.M.S. *Amethyst*, and I think there was a small boat with the warship, *The Rocket*; just a small gunboat; the vice royal party landed in the small boats just in front of the Mill Store. From the Store to the Wharf Freight Shed was covered with straw matting, and the little organ (I think it is now in the City Museum, but am not sure) was taken out of the schoolhouse; you could pick it up in your hand; it was just a little thing; and they prepared to sing 'God Save the Queen.'"

Query: Did they do it? (Note: the visit was about 14-16 September 1876.) (NOTE ADDED LATER: 5 September 1876.)

Mrs. Crakanthorp: "Oh, yes. It was right down on the wharf, and when the Governor-General landed they sang 'God Save the Queen' and made music for it with the organ."

"The Lady Dufferin wanted to be taken right up to see the Indians; she was very fond of Indians; so she went to the rancherie by the mill—just east of the Hastings Mill—and she shook hands with an old squaw; they called her" (the squaw) "the 'Virgin Mary'; much to the displeasure of the rest of them" (whites); "they thought there was going to be a lot of entertaining, but she did not stay very long. I think she went back to the boat. She wore knitted gloves, regular knitted gloves."

"I don't know if the Marquis of Lorne came to Vancouver; I was away, but I know that when he went to Nanaimo, after meeting the Mayor, he said he wanted to see an old gentleman who had fought at Waterloo, old Mr. Westwood, so they took him off to see the old man."

#### **ISAAC JOHNS. CUSTOMS OFFICE.**

"Old Mr. Ike Johns, the collector of customs, used to live in this little cottage." (See photo No. ?) "It was afterwards not a very nice place. Some girls used to live there." (Birdie Stewart.)

#### **AINSLEY (?) MOUAT. BEN WILSON. DEATH OF CAPTAIN RAYMUR. R.H. ALEXANDER.**

"The storey-and-a-half cottage just across the street a few yards to the east was built by Ainsley Mouat." (Note: Mouat was one of the early lot owners in Granville.) "He built it on spec, rented it to Ben Wilson for a residence, until Ben Wilson built his own house on the north side."

"When we came here in 1873, Ainsley Mouat was a boy in the Hastings Mill Store; then afterwards he went into the mill office, then he went to Victoria. Then when Captain Raymur died, and Mr. Alexander became manager of the mill, the heads of the mill sent for Ainsley to come back. Ainsley was the heart of the Bachelors' Club. He died about 1893 or 1894 of typhoid fever."

#### **TYPHOID. WATER FROM WELLS.**

"After the fire, typhoid was terrific; a sort of epidemic; not a hospital; they kept the patients in bed and home; I know Mrs. Miller kept her daughter at home when she had it. There were a lot of people in tents; there was little sanitation; water from wells, and no sewers."

#### **THE GREAT FIRE.**

"We were at Moodyville, and I just went out to get the pudding for dinner, and looking out of the door I saw the terrific smoke coming from Gastown; such a terrific smoke. And then I saw the steamers coming out—the *Robert Dunsmuir* and a little boat called the *New Westminster*. They were half way across" (to Moodyville) "with the refugees. It must have been about three o'clock when they landed at Moodyville. We went down to see them land; it was tragic to see the people come ashore; their shoes were charred."

#### **JONATHAN MILLER. POST OFFICE.**

"Jonathan Miller was carrying a big cash box in both hands in front of him; I think it must have been the post office papers because he had just been appointed postmaster at Vancouver, and his spectacles were lying on top of the cash box as he carried it in front of him. He walked up solemn like; he always looked solemn. He turned to Mrs. Miller and said, 'Mother, I've saved my glasses.' Carrie Miller, now Mrs. Todd Lees, had on a thick winter dress, and it was a frightful hot day, very hot. She said that when she came from church in her summer clothes, she had put them away, and when the fire came she just reached up and put on the first dress which came to her hand, and it was the thick winter dress. Mrs. Miller had a prayer book in her hand and said to me, 'Alice, I saved my prayer book.'"

#### **CAPTAIN POWER OF MOODYVILLE. MASONIC HALL.**

"We did what we could to help. The people were taken to the hotel at Moodyville and served with supper; my sister and I served at table, and Captain Power of Moodyville was there, and when bedtime came they were taken to the Masonic Hall, and given blankets from the store; they just slept around anywhere they could. Mr. Springer asked my sister and I to get things from the store."

"It was very pitiful to see them sleeping. The people were all very tired, and very quiet. Some had just the clothing they wore, nothing else, and many did not know where their children were; it was very, very pitiful. Mr. Springer asked them not to soil the Masonic chairs; they were all lying around on the floor and on the platform."

"We took the Miller girls to our home that night, and after we had got into bed we were talking things over, and I asked Carrie just what she thought about it all. Carrie said, 'My only thought was to get Ma out of the fire.' Mrs. Miller was in a panic; you see, they had to walk through the burning coals, the fire, and she, well, they had to push her. Then I asked the younger one, Alice Miller, what she thought about it and she answered, 'Thank goodness, that old coat I hate got burned up.' Miller was mean with the girls."

**MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP, 1066 BURNABY STREET, WHO CALLED AT THE CITY ARCHIVES WITH HER COUSIN, DAVID PIERCE, 3901 AGUA VISTA STREET, OAKLAND, CALIFORNIA, SON OF REBECCA PARK PIERCE, NÉE PATTERSON, ON A VISIT TO THE CITY.**

He is married and has children.

**STAMPS MILL. SOMASS HOTEL, ALBERNI.**

Miss Crakanthorp said: "Mother" (Mrs. Alice Crakanthorp) "has been looking at the photo you sent her of the main street of Alberni, and tells me she was born just about the site of the present Somass Hotel on the main street, 26 February 1864; first child born at Stamp's Mill, Alberni Canal."

**HOSTILE INDIANS.**

"Mother told me, too, that sometimes when the Indians got 'bad,' that they used to ring the cookhouse bell. Sometimes the Indians got real dangerous, and then the white people would ring the cookhouse bell as a signal for all the women to gather together in the cookhouse, and all the men come up from the mill."

**SIWASH, THE EPITHET.**

Miss Crakanthorp: "What does 'Siwash' mean?"

Major Matthews: Corruption of the French word for savage.

Miss Crakanthorp: "Mother was telling me that they never called the Indians 'Siwash' unless they were annoyed or disgusted with them over something; unless the whites wanted to say something nasty to the Indians."

Major Matthews: Oh, that's right; you ought to read what old Jim Franks (Chilaminst) has to say about that; it was a nasty thing to say to an Indian. No one would do it even now if they knew how it offended our good Indian friends.

**INDIAN QUARRELS.**

Miss Crakanthorp: "Mother was telling me that one day over at Moodyville there was a big tea party up on the lawn at the 'Big House,' above the mill. Then, suddenly, there was a commotion at the gate, and a middle-aged klootch was there calling in distress, 'Mrs. Patterson, Mrs. Patterson,' and wailing. Grandma Patterson was always ready to drop anything if there was trouble, so she went to the gate to see what was the matter. The klootch had a big cut on her lip, and it was bleeding profusely, and that is all there is to that story, except this, that two Indian women had been fighting, both were drunk, and got into a fight, and the one had bit the lip of the other. So Grandma left the party, and went off and fixed her lip.

"Another time, Aunt Beckie" (Rebecca, mother of Mr. Pierce) "and Mother were having a cup of tea in the kitchen. Aunt was up from California, and when a klootch came along with a very fine rug she had made and wanted to sell it, my aunt offered her two and half dollars for it, but the klootch wanted three dollars. So they argued and argued, but Mother kept out of sight where she could hear, but not be seen by the klootch. Finally, Mother managed to say to her sister, 'Ask her if she will take four dollars for it.' So Aunt, quite sarcastically, asked the klootch that question. The Indian woman became quite indignant at once, and exclaimed, 'Shame, shame, shame, Alice'—the Indians always called people by their Christian names—'Alice is a nice girl; she wouldn't say anything like that.' The Indian woman was clever enough to detect an affront in an instant, and detect that Aunt Beckie was poking fun at her. So she would not sell her basket to Aunt, but she sold it to Mother for two and a half dollars."

**D.E. McTAGGART. CORPORATION COUNSEL.**

Major Matthews: Do you remember, Miss Crakanthorp, that day last April, the day your dear mother and you were sitting in the window up here (in City Archives), a tall gentleman came in. I left you to meet him, and he spoke a few words to me, then left again, and when I returned to you, you said to me (significantly), "We heard what he said." Do you recall what he said?

Miss Crakanthorp: "He said, 'You must be an exponent of Christianity; you heap coals of fire on my head.'"

Refer, City Archives episode, Christmas week, 1938.

**MEMO OF CONVERSATION WITH MRS. ALICE CRAKANTHROP, 1622 CHARLES STREET, GRANDVIEW, AT THE CITY ARCHIVES, CITY HALL, 22 MAY 1936.**

Mrs. Crakanthorp is accepted as the first authentic white birth on Alberni Canal (Stamp's Mill), her mother being Mrs. Emily Susan Patterson, the "Heroine of Moodyville." She was accompanied by her only daughter (unmarried).

**"PORTUGUESE JOE." JOSEPH SILVEY. JOSEPH GONSALVES.**

City Archivist: Who were the two "Portuguese Joes"?

Mrs. Crakanthorp: "Joseph Silva." (See his letter 1868 applying for lease of land, *Early Vancouver*, Vol. 2, which he signs with an "X" for his mark and a signature, "Silvy," although "Silvey" being now used by his descendants.) "Joseph Silva, he was 'Portuguese Joe'; he had a general store in Gastown; the other 'Portuguese Joe' was Joseph Gonsalves, now of Pender Harbour, and he was a fisherman and longshoreman, and lived with his family at Brockton Point." (See *Early Vancouver*, Vol. 3.)

**GREGORIS FERNANDEZ.**

City Archivist: Well, who was Gregoris Fernandez who advertises in the *Mainland Guardian* about 1874 that he sells the best coffee in British Columbia at Granville?

Mrs. Crakanthorp: "I never heard of him. Joe Silva was well established when we came in 1873. I remember, because when I was about nine years old—I was born in 1864—Mother gave me fifty cents for Christmas; it wasn't much, but we thought it was a lot, and we all went down there to buy a Christmas treat. My sisters bought ribbons for their hair, but I bought a pack of cards and a string of beads; Joe was well established then as a general store."

**PORTUGUESE JOE'S DEATH. JOSEPH SILVEY'S DEATH.**

"He got into a fight with someone; I don't know who—had a bad fight, and he got stabbed, I think in the leg, and gangrene set in, and he died. I don't know where he was buried, but I think it was Deadman's Island; that was long, long before the Fire." (Something very inaccurate here. J.S.M. Perhaps my mistake; or she may mean Fernandez.)

**DR. MASTERS OF GRANVILLE.**

"He was a good doctor and a nice man. He came from the Channel Islands. It was sad about his death. Mrs. George Black was very fond of him, and when he took ill, he had to be taken by stage to New Westminster on the old Douglas Road, and of course they passed Mrs. Black's hotel. He wanted her to ride on the stage with him—to hold his head up—but she declined as she did not think 'it would look well.' He died in New Westminster."

**HASTINGS SAWMILL SCHOOL. MISS SWEENEY. MRS. RICHARDS, MRS. BENJAMIN SPRINGER. FIRST SCHOOL TEACHERS. MRS. PETER CORDINER. MISS REDFERN.**

"The first school teacher was Miss Sweeney; I do not recall her. We did not reach Hastings Sawmill until April 1873, but I was attending school there before 10<sup>th</sup> May. I recall Mrs. Richards very clearly; she was a big woman with a slightly aquiline nose, very neat, ambitious, held a teacher's third class certificate, sang, and understood singing, owned, and played upon, the first piano in what is now Vancouver; she played quite nicely. Originally she was a Methodist, but after her marriage to Benjamin Springer—he was bookkeeper when she married him, but afterwards manager of the Moodyville Sawmill—she attended the Anglican church" (St. James.) "She gave quite delightful garden parties, house parties, and afternoon teas; played tennis, and, on one occasion, gave a very elaborate entertainment at her elegant home on the cliff of Moodyville, above the mill, and had an orchestra over to it; it was quite an affair which attracted much notice, and many attended. Mrs. Peter Cordiner came after Mrs. Richards; she was a first-class teacher, and remained a long time; then came the first male teacher, Mr. Johnson, and finally, the last, Mr. Palmer. I do not know Mr. Stainburn, whom you say was here in 1882; I think he must have been the teacher who remained but a very short time. Oh, I have forgotten Miss Redfern; she came after Mrs."

Richards, for a short time; she sang nicely; her father was mayor of Victoria. Miss Emily Gardiner, and Miss Agnes Dean Cameron, the Canadian authoress, both taught for a short time in the early eighties."

#### **FIRST DRUG STORE. MCCARTNEY.**

"The first drug store was McCartney's, Fred and William, brothers and partners. William's mother was an Englishwoman, but Allan McCartney, the third brother, who was tallyman at the Hastings Mill, was of dark blood; both Fred and Allan had dark wooly hair on their heads. Their grandfather was quite 'great'; he was governor of some island, perhaps Bermuda, but I think it was Jamaica; Mrs. McCartney was an accomplished musician, with a diploma for singing and teaching."

#### **JERRY ROGERS OF JERICHO.**

"Jerry Rogers was a roughish diamond; tanned by the weather, and once, there was going to be a great ball, and they said he had to go to it. He did not want to go, but they said he must. His complexion was well tanned by weather, through so much outdoor work; he washed his face in buttermilk for weeks before the ball."

At this point, the conversation was broken off due to the arrival of Mrs. W.C. Duncan (Nora Duncan), poetess of 154 East Windsor Road, North Vancouver, author of the poem "The Heroine of Moodyville," published in the *Vancouver General Hospital Nurses' Annual*, 1936, and also in the *Chatelaine* for June 1936. Mrs. Duncan was introduced to Mrs. Crakanthorp, daughter of the "Heroine of Moodyville," and her daughter, Miss Crakanthorp. (See below.)

#### **SENATOR (LIEUTENANT-GOVERNOR) NELSON. THE "BIG HOUSE," MOODYVILLE. BENJAMIN SPRINGER. MRS. SPRINGER (MRS. RICHARDS.)**

Looking at photo of Benjamin Springer's residence, No. P. Bu. 2 N. Bu. 51, on cliff above sawmill at Moodyville, lawn sloping, wide verandah on three sides, trees of forest behind, Mrs. Crakanthorp continued:

"That house was built when I was about eleven, that is, in 1875, and for Senator Nelson; Mr. Springer lived in it after he became manager. We called it the "Big House," and so it was to us in those days. The tug *Senator* was named after Senator Nelson.

"Mrs. Springer had very lovely hair; Mr. Springer was a fine man."

The above read and approved by Mrs. Crakanthorp, and so stated to me, 2 June 1936.

J.S. Matthews.

#### **WRECK OF BARQUE BEACHED AT HASTINGS MILL.**

Theo. Bryant of Ladysmith has been writing the *Province* about a wreck beached near the old Hastings Mill. "I cannot remember her name, but she was a barque which broke her forefoot coming from Victoria, and was beached alongside of the Mill Store at Hastings Mill; lay there for several years until the beachcombers had nearly pulled her to pieces for the iron. She was there until 1878 or 1879, and the men who took the ship to pieces sold the little cannon to the Indians at North Vancouver; they" (the Indians) "used to fire them off once in a while. She afterwards rolled right over on her side in the mud, broke up, and went to pieces."

#### **MEMORANDUM OF CONVERSATION, 18 JUNE 1936, WITH MRS. ALICE CRAKANTHROP, 1622 CHARLES STREET, WHO CAME TO BURRARD INLET IN APRIL 1873.**

##### **CORNELIS WRECKED BARQUE, 1871. HASTINGS SAWMILL.**

Mrs. Crakanthorp said: "The ship which appears in the photo which Miss Lawson of Victoria has sent you, was lying on the beach by the Hastings Mill wharf when we came to Burrard Inlet in 1873. It was lying on its side" (as shown in the photo) "deep in the mud of the beach close up to the wharf and south of the Hastings Mill store. One story was that it had been purposely put there and abandoned; the other that it had drifted in on the tide; we children did not know what to believe."

"The children used to cry to be allowed to go on board, but parents would never allow it. But one day, Miss Redfern, the school teacher, did go on board. She said she wanted to go for history's sake, but Mrs. Alexander scoffed, and said she could not understand what Miss Redfern wanted 'to go on a thing like that for.' Miss Redfern went on the deck only; she had not the courage to go below.

"I do not know the vessel's name; I think the [blank] but I am not sure."

**[LETTER FROM F.W. ALEXANDER.]**

Pacific Lumber Inspection Bureau  
Seattle, Wash.

June 23, 1936.

Major J.S. Matthews,  
City Hall,  
Vancouver, B.C.

My dear Major:

Referring to your conversation with Mrs. Crakanthorp relative to the wreck which lay on the beach near the Hastings Sawmill store.

The vessel was a French bark which loaded lumber at the Hastings Sawmill and was the first and only vessel that endeavored to sail out of Burrard Inlet. She got through the first narrows safely but the wind died, when half way across English Bay, and the tide carried her up into Howe Sound where she went ashore, her forefoot was knocked off and several holes punched in her. She was towed back into the harbor and her cargo discharged. This happened before the Atlantic Cable was laid, and the owners, no doubt receiving little information, abandoned her. Her fittings, etc., were auctioned off, and the hulk lay on the beach until wreckers burned it to recover the copper.

I cannot recall her name but know it was not the "Stella." It might have been the "Jean Pierre" but I have a feeling that was the name of another French vessel which loaded several times at the Hastings Mill.

Very truly yours,

F.W.

Alexander

**MEMO OF CONVERSATION WITH MRS. ALICE CRAKANTHROP (SHE CAME TO BURRARD INLET, 1873), 31 JULY 1936.**

**LARD PAILS.**

City Archivist: You know, Mrs. Crakanthorp, when the school children were putting on that performance at the Empress Theatre last spring, they had the sawmill employees at Hastings Mill carrying lunch pails, and thermos bottles in them.

Mrs. Crakanthorp: (with a toss of the head) "Good gracious; there were no lunch pails and thermos bottles in those days; that was before they were invented; lard pails was what we put their lunches in."

**CAPT. W.H. SOULE OF BURRARD INLET. HUGH SPRINGER OF MOODYVILLE.**

"Hugh Springer was a Richards; and Capt. Soule's name was not spelt that way originally."

Note by J.S.M.: I don't know exactly what Mrs. Crakanthorp meant that "Hugh Springer" (manager, Moodyville Sawmill) "was a Richards," unless it is that he was the son of Mrs. Richards, afterwards Mrs. Springer.)



**MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP, GRANDDAUGHTER OF MRS. JOHN PEABODY PATTERSON, 1622 CHARLES STREET, 28 JULY 1936.**

**VISIT, LORD AND LADY DUFFERIN, SEPTEMBER 1876.**

Miss Crakanthorp phoned: "Mother says that H.M.S. *Amethyst* was escorted by the *Rocket* and arrived on Burrard Inlet about 11:00 in the morning; that there was no salute of seventeen guns as there were no guns at Hastings Mill; if she was saluted then she did not hear it."

Note: the Hastings Sawmill had two small cannons (see F.W. Alexander, *Early Vancouver*, Vol. 3), and the Indians at "the Mission" had another one.

"Mother" (Mrs. Crakanthorp) "was living with Grandmother Patterson at Moodyville at the time, but was on a visit to Carrie Miller, Constable Miller's daughter, in Gastown, and thus it was that she was present at the arrival of Lord Dufferin. Mrs. Raymur was not at the arrival; she was in Victoria; she very rarely came to Burrard Inlet, but Mrs. Alexander and Mrs. George Black were on the wharf. Capt. Raymur was there.

"Mother says that she is absolutely sure the vice regal party did *not* go to Moodyville, and she ought to know as she was living there at the time. There was no public reception; there were not more than 200 people all told to receive them, and she thinks luncheon was on board the *Amethyst*. Her recollection is that a public reception was held at New Westminster.

"Lady Dufferin was very interested in the Indians, and asked to be taken right up to the rancherie just east of the Hastings Sawmill. Mother has told you previously about her shaking hands with an old klotch known as the 'Virgin Mary,' much to the astonishment of some, who felt a little jealous perhaps. Mother says Lady Dufferin was a woman not especially beautiful to look at, but of a beautiful nature, a real woman; Mother says she was 'just lovely.'"

**VISIT, LORD AND LADY DUFFERIN TO BURRARD INLET, 1876.**

Excerpt, said to be taken from a book entitled *Journal of the Journey of his Excellency the Governor-General from Government House, Ottawa, to B.C. and Back*, Webster and Larkin Co., London, 1877.

**CAPT. RAYMUR. KANAKAS.**

Monday, Sept. 4 [1876]

We left Tribune Bay at 7 a.m. and made straight for the lightship at the mouth of Fraser's River. We then went to Burrard Inlet where we were to leave the *Amethyst* for our inland trip. On arriving we found that the "Rocket" had arrived with mail on board. After reading our home news, and proceeded to "do" Mr. Raymur's [sic] saw-mills, where we found an enormous log, hauled up ready for sawing. We then walked to some Indian huts, which we inspected and found fishy; then some Sandwich Islanders were introduced to us.

In the evening we received two more mails by the Douglas. [Then reference to something which transpired on the *Amethyst*.]

**JERICHO.**

Tuesday, Sept. 5,  
Burrard Inlet.

The repose of the sea life is over. Posts, telegrams, addresses, replies, arches, bands, and salutes are alive again. Before we finished our breakfast we were hurried into boats and put on board the "Douglas," and in her we steamed along for an hour, when we were bundled into more boats, and were set ashore in the "bush." We walked to the foot of a great tree 200 feet high and six feet in diameter, with two enormous gashes in its side, and with two men with axes standing on spring boards stuck into its trunk twelve feet from the roots. Having chosen a safe spot to stand in, and having an eye to a place of refuge to fly in case of accident, we stood with a calm pleasure to watch the downfall of this lord of the forest. The two men set to work and ten minutes sufficed to lay him low. He began slowly to bend to one side, and then came crashing down, and with a great thud fell to the ground.

"Hurry up" into the boats, into the "Douglas," back to the ship, dress, half eat lunch, back into the boats, hold on to a tow rope and be dragged at a furious pace through the floating wooden dangers which carpet the sea; land, get into carriages and drive eight miles over a (good) corduroy road to Westminster. There, put on your ... most dignified air and remember that you are in the Royal City and must behave accordingly.

Wednesday, Sept. 6th.

We awake to a glorious view of mountain scenery from the steamer "Royal City" by which we ascending the rapid current up the Fraser ... Fort Hope ... at 3:30 we arrived at Yale.

Book in Provincial Archives, Victoria.

## **MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP, 1622 CHARLES STREET, 5 NOVEMBER 1936.**

Following a publication in the *Sun* on 3 November 1936 of a photograph of what was claimed to be the first house on Burrard Inlet, i.e. the "Big House" (Nelson's, or Springer's, at Moodyville.)

### **MOODYVILLE. SENATOR NELSON. BEN SPRINGER.**

Miss Crakanthorp said: "Mother" (née Patterson) "says that they" (the Patterson family) "moved over from Hastings Sawmill to Moodyville Sawmill in 1874, and the only houses on the hill at that time" (Nelson's house, afterwards the Springers', i.e. the 'Big House' was afterwards on the hill) "were Murray Thain's and George Hayes'; just two; the 'Big House' was not there then.

"But, lower down, along 'The Spit' was Chambers' house and Cotterel's house, and the DeBeck family had a house; all at the east end of the mill property, and there was George Deitz's house, built for him and his mother. All these houses were all there in 1872, and Charlie Hughes had a house too, but Nelson's house had not been built when the Pattersons moved over in 1874.

"Before Governor Nelson built the 'Big House,' he had a room at the back of the store or office, Mother is not sure which." (Both were in the same building.)

"The first house the Springers built and occupied was back of the Chambers' house; then, after Governor Nelson went, they occupied his house on the hill by the school."

(See photographs of Moodyville. Also Dakin's Fire Map, 1889. Also Goad's Fire Map, 1897.)

## **MEMO OF CONVERSATION (PHONE) ABOUT 15 DECEMBER 1936 WITH MISS MURIEL CRAKANTHROP.**

### **DEADMAN'S ISLAND. BROCKTON POINT. EARLY CEMETERIES.**

Miss Crakanthorp: "Mother says that Colman was buried on Deadman's Island in 1874. Then 'Rusty' Pleece, he worked at Hastings Sawmill, he is buried there, and so is Bert McCartney—Albert, I suppose—McCartney, the first druggist's little boy."

City Archivist: Did she say anything about Peter Plant's little girl buried about 1878-9 at Brockton Point, or the sailor who was drowned off the Hastings Sawmill wharf who was buried at Deadman's Island, or the Chinamen?

### **MOODYVILLE MURDER.**

Miss Crakanthorp: "No, but what she did tell me was about the murder at Moodyville. The Indians murdered a sailor of a ship. Mother says she can hear the screams yet; she says she will never forget those screams. The Indian murdered him up in the woods back of the mill. Mother says she doesn't know what he had done, but no one went to his rescue; the Springers didn't. They found his body up in the woods; a squaw told who had done it."

**MEMO OF CONVERSATION WITH MRS. ALICE CRAKANTHROP, 1622 CHARLES STREET, 14 SEPTEMBER 1936.**

**JOHN DEIGHTON, "GASSY JACK."**

"I saw him once only," said Mrs. Crakanthorp (née Patterson, of Hastings and Moodyville sawmills.) "They say his mannerisms were not especially polished, but he had the reputation of being very good hearted and generous; he would give you his shirt."

(Note: in an article captioned "Old Timer Tells of Christmas in Early Days," Joseph Mannion, *Province*, Friday, 24 December 1909, Mannion refers to "Gassy Jack" as "one of the philanthropists of early days.")

"'Gassy Jack' went away from Gastown, well, it was this way; just before Tom Deighton, his brother, came, Mrs. Jack Deighton, very pompous, very erect, small, stout, she worked very hard, and had a reddish face from working over a stove I suppose, a little English woman, anyway, they said she was Mrs. Jack Deighton; she came down and wanted Mother to do some sewing for her; she told Mother they were leaving, and that Tom was taking charge of the Deighton Hotel." (Note: see *Mainland Guardian*, 15 April 1874.) "I went out to play, and don't know what else she said. Then she left Gastown very suddenly; they said she was Mrs. Jack Deighton. She used to cook; she had an Indian helper, and once she said to him, 'Hurry, hurry; mash the potatoes.' The Indian did not understand and threw them out."

**"EARL OF GRANVILLE." NICKNAMES.**

"The 'Earl of Granville' was a chubby little Indian boy with a very broad face who used to play around Gastown; he was such a dear little fellow, and they nicknamed him the 'Earl of Granville.'"

**HASTINGS SAWMILL, 1872. HASTINGS SAWMILL SCHOOL, 1872.**

Examining the Lawson photo, "This building with the white roof is the old school house, and this" (on the extreme right) "with the cross X on the roof is Capt. Raymur's cottage. The reason it is closer to the school than in more recent photo is that it was moved back in 1885, when Mr. Heatley built the large house for Mrs. Alexander, and Capt. Raymur's old cottage was moved back a bit, and attached to it as a kitchen and scullery."

**MISS SEABROOK. FIRST MUSIC TEACHER.**

"Miss Eunice Seabrook came to teach at the Hastings School long after Miss Sweeney; I think she was next after Mrs. Richards; she is now Mrs." (Judge) "Harrison, Victoria; she was the first music teacher. She boarded with Mrs. George Black, at Gastown—George Black had the butcher shop over the beach—and Miss Seabrook had two little rooms across opposite; I don't know just what building they were in; they must have been in the telegraph office" (next Jonathan Miller's) "and a piano; she was the first music teacher."

**MEMORANDUM OF CONVERSATION WITH MRS. ALICE CRAKANTHROP, FRIDAY, 23 OCTOBER 1936.**

**MOODYVILLE HOTEL. DR. MASTERS.**

Mrs. Crakanthorp said: "I was born in 1864. When I was eighteen I was ill with scarlet fever; Dr. Masters of Granville attended us, and I was so run down that they sent me to California for six months. When I came back I was about nineteen, and they were building the Moodyville Hotel, and had almost finished it."

**INDIAN BURIALS.**

"The little house in the Moodyville, 1882, photograph; the house just touching the water flume was built for James Lockhart, engineer and machinist at the mill; a clever man, and married to an Indian; it was built for him. His Indian wife had a brother, and the brother died. The brother was put in a casket, and was being taken out to be buried when the casket fell, and the Indian fell out; he was not dead. Three or four days later he died permanently." (See Rev. C.M. Tate's remarks re Indian burials before quite dead on West Coast, Vancouver Island.)

### **“SUE” MOODY OF MOODYVILLE.**

“Mrs. Moody moved up, from Victoria, but she would not stay; she would not stop. Moody had an Indian ‘wife,’ and two children, George Moody and Anita Moody, both his half-breed children.”

Note: there is an old Indian living at North Vancouver in 1936 called Tim Moody, the only Indian living with a flat head, made flat by the old custom of pressure; he is a very old man.

### **SNAKES. UTHKyme.**

“We had a teacher at the school named McMillan, and he whipped the Indian boys unmercifully; he would go out in the bush and cut a switch, and whip them with it. The Indian boys resented this, and showed their resentment by draping an apple tree in his garden with dead snakes; McMillan was very unpopular. When the tree was shaken the dead snakes began to wriggle and drop to the ground; it was horrible. The Indian boys must have spent a whole night—they did it in the night—draping his tree with snakes; there was such a lot of them, all dead, and hung over the branches.”

(Note: this explains, partially, the Indian name for the slough just east of Moodyville Sawmill, which is “Uthkyme,” or “serpent pond”; “uth” meaning “snake.”)

### **MOODY’S HAUNTED HOUSE. BEN SPRINGER.**

“Moody’s house was supposed to be haunted, but whether it was or not, I don’t know. My mother was a very strong-minded woman; she was afraid of nothing, feared nothing, wasn’t afraid of anything. Springer afterwards occupied the house, and Mr. Springer was ill, and Mother was nursing him. One night she was getting ready to go to bed, and she heard a sound like the sash of the window going down; it went down with a ‘bang’; then she heard it going up again. Mother went to the window and looked out, but could see nothing. Our house was just across the way from the Springers.”

(Note: Calvert Simson says there was a reputed “ghost” about the house; mentions murder; no one would live in the house. Probably a measure of truth in what he says, but he lived at Hastings Sawmill and heard only rumours.)

### **MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP, 1622 CHARLES STREET, GRANDVIEW, VANCOUVER.**

Who, at my request, asked her mother, with whom she resides (and who was the first girl confirmed in 1881 at St. James Church, on the beach) what part certain gentlemen whose names appear in the Land Registry records at Vancouver as trustees of the Burrard Inlet Congregation of the Methodist Church, 1877, played in the activities of St. James Church.

This question was asked in an endeavour to allocate, according to priority and merit, such honour as may be due to those who were responsible for the dedication of the earliest church on what is now the site of the city of Vancouver.

### **METHODIST CHURCH. INDIAN CHURCH. ST. JAMES CHURCH.**

Miss Crakanthorp said: “I have just been talking to Mother, and she says that Mrs. Cordiner was a Presbyterian, and she thinks Mr. Cordiner was too; and that while they attended St. James” (on the beach), “they were not regular attendants, and later, as the town grew, and a Presbyterian Church was established, Mrs. Cordiner joined it.

“Mother thinks that Benjamin Springer of Moodyville was a Roman Catholic before he came to Burrard Inlet, but that he was a very good and very regular attendant of St. James.

“Jonathan Miller, Mother says, was a Methodist, but was also a good attendant at St. James; his daughters were confirmed and married at St. James, and on the day of the dedication in 1881, Mr. Miller, together with Capt. Soule, escorted Bishop Sillitoe into the church, but that the church was so small that it hardly called for an escort, and Mother does not know whether or not they were acting as wardens.”

### **DEDICATION OF ST. JAMES CHURCH, 1881. BISHOP SILLITOE.**

"Hugh Nelson, afterwards Senator and Lieutenant-Governor, left Burrard Inlet before St. James was built, but he was a very regular attendant of the Anglican service at Moodyville, where church was held in the Masonic Hall, over the reading room.

"Capt. Soule, of course, as everyone knows, was a very staunch adherent to the Anglican denomination; was all his life. Together with Mr. Miller, he escorted the bishop at the dedication.

"David Milligan was a Methodist, and did not attend St. James. That completes the list of trustees as shown by Land Registry records, excepting only the Rev. Thos. Derrick, minister of the Indian church, and Methodist, of course, and Capt. Raymur, mill manager, who was a staunch Anglican." (The church name, St. James, was suggested by his name, James.)

"Leon Ridley, of Hastings Mill, was the first to toll the bell, and continued to do so for many years. Mrs. Allan McCartney was the first organist, continued until the fire which destroyed the church in June 1886, and for a few years afterwards in the new church on Gore Avenue."

### **METHODIST CHURCH.**

I have heard my mother" (Mrs. Crakanthorp) "say that Grandmother" (Mrs. Patterson) "used to say that the Methodists were the real pioneers on Burrard Inlet."

### **ANGLICAN CHURCH, MOODYVILLE.**

"The Anglican church at Moodyville was very strong, supported not only by the mill people, but by the men from the logging camps. Church was held in the Masonic Hall over the Reading Room, and the congregation sometimes overflowed the accommodation. The Rev. Mr. Edwards, Anglican parson, was a splendid man, used to go out to the logging camps, and organise football matches, etc., and then the loggers would come to Moodyville, and have a game of football on the sawdust pile, 'The Spit,' and Mother tells how she used to laugh at Rev. Edwards playing with them with his cassock all tied up around his waist to keep it out of the way of his feet, so that he would not step on it; and how, when, on Sunday, when the first bell for church went at 10:30, he would say to the loggers, 'Now, I've played your game, you come play mine.'"

### **MEMO OF CONVERSATION WITH MRS. ALICE CRAKANTHROP, 22 APRIL 1937.**

In her sick bed, Vancouver General Hospital, after falling downstairs and breaking a leg and dislocating a shoulder, at her home 1622 Charles Street, from which they are moving after many, many years residence, on 1<sup>st</sup> May next to 59<sup>th</sup> Avenue East, South Vancouver.

### **HASTINGS SAWMILL SCHOOL.**

Mrs. Crakanthorp said: "No, I am not the *only* pupil now living of the first class of 1873 at the Hastings Sawmill School; Carrie Miller" (Mrs. Todd Lees) "is the other one."

### **ST. JAMES CHURCH. THE FIRST ORGAN. ACCORDION.**

"St. James Church was not built, so we used the school for divine services, and" (laughingly) "an accordion for an organ." (Moving her hands in and out as though playing an accordion or concertina.)

City Archivist: Well. What about the organ in the City Museum; they say that came out of the old school.

Mrs. Crakanthorp: "Oh, yes. We had an organ, but" (the Rev.) "Mr. Newton" (from New Westminster) "could not play it, and he could play an accordion."

### **DEADMAN'S ISLAND. THEO. LUDGATE. ALBERNI CANAL.**

"I wonder if Ludgate of Deadman's Island is the child who was born at Stamp's Mill, Alberni Canal; there was a sort of race who was to be born first, myself or that child. I was born on the 26<sup>th</sup>" (February 1864) "and the Ludgate boy two or three days later, but" (smiling) "I was first."

#### **INDIAN WIVES ON BURRARD INLET. PHILANDER SWET.**

"Oh, yes, a lot of Burrard Inlet whitemen had Indian wives; the list you have is correct, and then there was Philander Swet; he had an Indian wife and she was such a good woman. I remember, one of their children died, and Mother had to go and lay the child out, and I remember when Mother came back, she said, 'What a fine, good woman Mrs. Swet is.'"

#### **MRS. EMILY SUSAN PATTERSON, FIRST NURSE, BURRARD INLET.**

"Mother was wonderful; there was no hospital then" (and one of the several hundred nurses of the present General Hospital stood by the bedside listening.) "We took the injured loggers to our homes, and fixed them up. Mother would stop at nothing; she would tear up sheets; anything."

Mrs. Crakanthorp was getting tired of talking so I retired.

#### **MEMO OF CONVERSATION (OVER THE PHONE) WITH MISS MURIEL CRAKANTHROP, DAUGHTER OF MRS. ALICE CRAKANTHROP, WHOSE ADDRESS IS NOW 586 EAST 59<sup>TH</sup> AVENUE, 4 NOVEMBER 1937.**

(Urgent calls, phone Mr. Jensen, Fraser 1718L.)

#### **MOODYVILLE SAWMILL. KNOB HILL. MAIDEN LANE. KANAKA ROW. FRENCHTOWN. THE ROOKERIES. THE SPIT. SKID ROAD. CANARY LANE.**

Miss Crakanthorp said: "Mother is still suffering, but is improving; the arthritis prevents the use of her hand, but she is moving about, but not sufficiently well to go on a street car. She told me to tell you she enjoyed very much meeting Col. and Lady Victoria Braithwaite at the Hotel Vancouver—about October 12<sup>th</sup> or 13<sup>th</sup>. (Note: Mrs. Crakanthorp is the only known person living who saw Lady Braithwaite's father and mother, the Earl and Countess of Dufferin, first Governor-General to visit Burrard Inlet, land on the Hastings Sawmill wharf in 1876, and took afternoon tea with them, to tell Lady Braithwaite, born in Ottawa at Rideau Hall, the details of her mother and father's visit. See *Early Vancouver*, Vol. 3, end of book.) "Lady Braithwaite sent Mother some flowers before she went east again.

"Mother told me to tell you that the place names of Moodyville were: 'Knob Hill' was on the hill west of the mill, and was where society lived; where the 'Big House' was. 'Maiden Lane' was so named because it wasn't. 'Brigham Terrace' was on the hill back of the sawdust; 'Frenchtown' was the most easterly settlement on top of the hill, but there were only about two Frenchmen who lived there; 'Kanakan Row' was on the beach east of the sawdust, east of 'The Spit'; that's the sawdust in front of the cookhouse, the store, and the hotel. 'Kanakan Row' was a slab road with sawdust on top, houses on both sides" (cottages) "and the 'Skid Road' was the end of 'Kanakan Row' where it ended, and the skid road to the logging camps continued on *straight north*, from the end of Kana Row." (Note: "The Rookeries" were on the beach west of the mill, almost exactly under Knob Hill; it was where the Chinese shanties were.) "Mother says she never heard of Canary Lane or Walk; it must be somebody's imagination; it wasn't at Moodyville. Maiden Lane was back of the cookhouse on the hillside."

#### **BEARS. DOGFISH OIL.**

"Mother says that up the skid road there used to be big cans of dogfish oil to grease the skids for the logs, and the bears used to come along and eat the dogfish oil; they love it. The big oil cans were placed at intervals along the skid road back of the mill.

"'Maiden Lane'; that was where they dropped the coffin, and the corpse fell out; I've told you about that. Goodbye."

**MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP, 586 EAST 59<sup>TH</sup> AVENUE, VANCOUVER—OVER THE PHONE—9 NOVEMBER 1937.**

In response to a note addressed to her mother, Mrs. Alice Crakanthorp, asking what “Brigham Terrace,” at Moodyville, meant.

**MOODYVILLE. BRIGHAM TERRACE.**

Miss Crakanthorp said: “Mother is better, but not well enough yet to come and see you, but she told me to ask if you ever heard of Brigham Young, the Mormon; that’s what ‘Brigham’ Terrace means.”

**INDIAN WIVES.**

“Mother says that most of those who lived on Brigham Terrace, as they nicknamed it, had two or three wives. First, they would have an Indian wife, and then, perhaps, later, the white wife would come along from somewhere, perhaps come out on a sailing ship, and the Indian wife would have to go, she being only a common-law wife.

“And, then again, other men may have had two or three Indian women living with them; two or three wives; but the Roman Catholic priests put a stop to that; made them marry; there were getting to be so many little ones; they put a lot in the convent, and many of them turned out very fine women. Mother says a lot of those men had ‘people’ in England, people who were well off; the young men had ‘run down’ or ‘stepped off’ at the wrong place somewhere or sometime, and had come out here to get away from it, or forget it. Then, it usually happened, that some fine day along came a sailing ship, and there were some persons on board who knew the story, and told it, and that was how we found out. Some of those men—Brigham Terrace, etc.—were very fine men, and their Indian wives were very pretty, too.”

**“THE ROOKERIES.” INDIAN WIVES. CHINESE ROOKERIES.**

“Mother says you have the ‘Rookeries’ right; they were right under the hill, just west of the mill, along the beach; the Chinese did some laundry work, and that sort of thing; the Moodyville people sent them clothes to wash. At first Mother had Indian klotchs to do the washing; they came in the morning, and Mother used to get them a big meal for midday; great big meal; they would eat it all up; they were very fond of sweet things; and then, in the afternoon before they went, she would make them tea; they liked it strong, good and strong. Their husbands used to come in a canoe for them, and would sit around all the time, just waiting for tea, and Mother got sick of it, and said to herself, ‘I’ll fix him.’ So she got a bucket of hot water and some soap, and told him to wash the verandah, and he washed it all right, but he didn’t like it, and then she told him to go and bring up a lot of wood, so after that he did not arrive for tea until just tea time. Mother used to give the Indian women stuff, eatables, etc., to take home, and says she always noticed that the Indian man let the Indian klotch carry it. So one day he sat on a bench, and there was a bucket of water on it, and the bench gave way, and he fell, so did the bucket, and she made him clean up the mess, and that made him ‘mad,’ and after he had cleaned it up, she gave him something to eat. But she ‘fixed him,’ and after that they came for their” (Indian) “wives just in time for tea.

“Mother did not care for the Indians, but Grandmother Patterson thought the world of them; used to fix up their babies for them, and that sort of thing; Grandmother said they were human like the rest of us. But afterwards, Mother and other people got the Chinese down at the ‘Rookeries’ to do the laundry washing.”

**MEMO OF CONVERSATION WITH (OVER THE PHONE) MISS MURIEL CRAKANTHROP, 7 DECEMBER 1937, IN ANSWER TO A NOTE I HAD WRITTEN HER MOTHER, MRS. ALICE CRAKANTHROP.**

**FERRYBOAT *MAUDE*, 1873.**

Reputed first ferry, Burrard Inlet and Victoria.

Miss Crakanthorp said: “Mother is improved, very much, but is nervous about venturing downtown alone.

“Mother says that she came up to Hastings Sawmill from Victoria on the *Maude*; just a little boat; Capt. Holmes was her master. She had come over with Grandfather and Grandma from Portland, and they had

to wait over at Victoria until the *Maude* arrived three days later. That was in the spring of 1873, and Mother says that so far as she knows, the *Maude* was the only boat in the regular service between Victoria and Burrard Inlet at that time. Mother says the *Maude* was terribly slow; it was a long, tedious journey from Victoria to Hastings Mill, and that all she can remember about it was that she was very seasick all day long. The *Maude* used to tie up at the only dock, the Hastings Mill store wharf, and, apparently, it was the custom for her to remain there until she went out again."

#### **EARLY WATER WELLS. WATER WORKS.**

"Mother says that, when they first came, that was in 1873, that there was a spring just a stone's throw from their cottage—she does not know where the water came from, but the spring would be just about where the foot of Dunlevy Avenue is now. They used to get water for washing from that spring, but for drinking and cooking they used water from a well in Capt. Raymur's back yard."

#### **CAPT. RAYMUR. CAPT. SOULE. DR. WALKEM.**

"Mother says—this is about 1878—that 'Windy Wymond'—that's Dr. Walkem, nobody liked him, and he was a terrible talker; that's why they called him 'Windy Wymond'—of the Hastings Sawmill had his own well back of his cottage facing the Mill Store. There was no windlass; they just let a bucket down, and hauled it up again, but later they got pumps. The well was between Dr. Walkem's cottage and Capt. Soule's cottage."

#### **"GASSY JACK." DEIGHTON HOTEL. JONATHAN MILLER.**

"Down at Gastown, Mother says, Gassy Jack had a well, and as near as she can remember it was right by the Maple Tree. Then the Millers, next door, they had a well, too, but that is all that Mother can recall."

#### **WATER PUMPS.**

"As for myself," said Miss Crakanthorp, "oh, I remember when I was little, Mrs. A.B. McKelvie's mother, Mrs. Capt. Soule, they lived in a great big house—anyway, it seemed big to me—at the southwest corner of Powell and Dunlevy, diagonally across from the Secord House, and they had a pump. It was in the kitchen, by the sink, just like a tap, only it was a pump, and I used to like to pump water; I used to like to work the handle and see the water come out. That was in 1898, oh no, it would be 1900, long after the Capilano water, but they still used to pump water; it must have come out of a well, there was nowhere else it could have come from, but I never saw the well."

#### **BARNARD AVENUE. CAPT. E.C. BRIDGMAN. CRAKANTHROP.**

"Father's sister, Aunt Ted I called her, but she had been Marion Crakanthorp, and married Capt. Bridgman, she had a pump, down in their house on Barnard Avenue, and she had some friends come up from California, and they had a little boy, and he was supposed to be a mischievous little rascal, but he didn't seem so bad as all that; seemed to be a good little fellow, and he was playing around, and the next morning they could not get water, the pump would not work; he had been eating oranges, and had stuffed the peelings down the pump. Then he began throwing things down the well."

"Capt. E.H. Bridgman, he used to be mayor of North Vancouver, he is my cousin. Uncle Bridgman, his father, used to live up at the Pilot House at Skunk Cove; he was very fond of me, and used to spoil me."

#### **MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP, OVER THE PHONE, 9 DECEMBER 1937.**

##### **WATERWORKS. WATER SCOW. WATER ON WAGONS. "SPRATT'S ARK."**

Miss Crakanthorp said: "Uncle Fred" (Patterson, brother to Miss Crakanthorp's mother, and who lives with them) "says he does not remember them putting the Capilano water pipes in the streets, offices and little houses, but he does remember, about 1886, or about that, perhaps two or three years, when he was twelve, and he's sixty-two now, he remembers them filling the big scow at Moodyville with water from the hose."

"They had a big scow" (note: this may have been "Spratt's Ark," and I rather think it was – JSM) "with four compartments; he does not know if the compartments were tin, or iron, or just wood, but they used to tow it over to Moodyville, and fill it with the big hose from the water flume, and then tow it back to the Hastings



Sawmill wharf and tie up; sometimes the *Leonora*; sometimes the *Skidegate* towed it over; whichever boat happened to be on the other side of the inlet; and sometimes they towed it over two or three times a day.”

**LEONORA. SKIDEGATE.**

“He was about twelve years old at the time, and as he is sixty-two now, it must have been about 1887; he was a boy, and with other children of his own age, used to stand on the wharf at Moodyville and watch them filling the scow with the hose.

“Uncle Fred says he cannot say how they got the water out of the scow, but he thinks they baled it out; anyway, he says he knows they took it uptown in wagons, and he thinks it was distributed to the little stores and offices.”

**“SKIDEGATE” JOHNSON.**

“Pete Johnson, they used to call him ‘Skidegate,’ he was master of the *Skidegate*; he ought to know; I think he is still living.”

**S.S. MAUDE.**

“I could not get you much about the *Maude* from Uncle Fred, but he says that people coming to Burrard Inlet from Victoria preferred to go via New Westminster rather than wait and come direct; it was quicker, in spite of the stage drive.”

**EMILY SUSAN PATTERSON. FIRST WHITE BRIDE, MISS PATTERSON. FIRST WEDDING, BURRARD INLET.**

“My grandmother” (Mrs. Patterson) “was in San Francisco fifty-four years ago—that would be 1883—visiting her eldest sister, Mrs. Jordon; you know, I have told you, she was the first white bride on Burrard Inlet” (see *Early Vancouver*, Vol. 3), “and they were all ill down there; there was scarlet fever, so Grandmother Patterson brought back with her her sister’s little baby—just about six months old.

“Well. It was winter, and bitterly cold coming up from Victoria to New Westminster on the boat. Then, across by stage—a sleigh, of course—from New Westminster to the ‘End of the Road’” (Hastings); “it was bitterly cold, so they covered Grandmother and the baby up with a big blanket, threw it over the whole sleight; Grandmother and the baby were under it. When they got to the ‘End of the Road’ it was evening and dark, but Grandmother and baby went on over to Moodyville in a rowboat—bitter cold and all—in an open rowboat, and got there with the baby all right, but it was a severe trip.”

**MRS. HAZEL NEUMANN.**

“The baby is now a grandmother herself, still living, in San Francisco, Mrs. Hazel Neumann” (née Jordan.)

J.S. Matthews.

**DR. WALKEM. WATER WELLS.**

I find I have omitted to record that Miss Crakanthorp told me some days ago that, one day, when Dr. Walkem hauled up some water from his well at the back of the cottage—with a bucket and rope—he hauled up in the bucket a dead cat.

**MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP (OVER THE PHONE), DAUGHTER OF MRS. ALICE CRAKANTHROP, 29 DECEMBER 1937.**

**FOREST FIRES. HASTINGS SAWMILL. VANCOUVER IMPROVEMENT CO.**

Miss Crakanthorp said: “Mother told me to tell you that the only fire she remembers, the only bush fire, was in 1885, down near Dunlevy and Cordova Street; a terrific fire; it had been set for clearing purposes, when they were clearing that land, and it got out of control in the night.

“Mother says that one night, she was staying with my uncle and aunt, Capt. and Mrs. Soule, down at Hastings Mill, close to the water” (note: about Railway Avenue), “and she was awakened by crackling, and smoke coming in the bedroom window made her cough, and Mother awakened them. Capt. Soule

went off to tell MR. Alexander" (the manager), "and Mr. Alexander sent men from the mill; the fire was getting close to the mill, and was going in the direction of Gastown. The men stayed up all night fighting it; it was getting pretty serious for a while.

"The workmen clearing the land had started it, clearing up the brush, but during the night it had started to get too big. Nothing happened."

#### **FOREST FIRES. CLEARING AWAY THE FOREST.**

"Mother says that" (Mrs. Crakanthorp has lived on Burrard Inlet since 1873) "fire is the only bush fire she can remember on the south shore; there were lots at Moodyville, but none on this side she can remember. But over at Moodyville, there were bush fires all the time, and once the mill got on fire—not from a bush fire though."

#### **MOODYVILLE. MOODYVILLE SAWMILL.**

"Mother says that the time, about 1874, I think it was, the Moodyville Sawmill burned down, that it was set on fire by a discharged employee. Mother says she knows who did it, but won't tell me, because some of the relatives are still living in Vancouver, and it would do no good to reveal the secret, but she says a discharged employee came back and set the mill on fire."

#### **FAITHFUL DOG.**

"Mother tells of how, one Sunday afternoon, the little dog they had wouldn't stop barking. It kept running up and down to where a lot of men were sitting, and yapping and yapping, and then running off towards the reading room and the cookhouse, and then coming back and barking, until finally they got up and went to see what was the matter. The mill was on fire; they soon put the fire out, but after that the little dog was quite a hero."

J.S. Matthews.

#### **MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHORP, 586 EAST 59<sup>TH</sup> AVENUE, (OVER THE PHONE) TO CITY ARCHIVES, 11 MAY 1938.**

Mrs. Crakanthorp, Miss Muriel's mother, in her conversation of 21 March 1935, recorded in *Early Vancouver*, Vol. 2, says that the first wedding at Hastings Sawmill was that of her elder sister, Abbie Lowell Patterson, now Mrs. Jordan.

Judge Howay, writing in *B.C. Historical Quarterly*, April 1937, records that Hugh Springer and Mrs. Richards were married at Granville, 4 April 1874.

#### **EARLY WEDDINGS ON BURRARD INLET. JOHN PEABODY PATTERSON. HASTINGS SAWMILL.**

Miss Muriel said: "Oh. Major Matthews, at last I have received word from my aunt." (Miss A.L. Patterson was daughter of John Peabody Patterson, and sister to Mrs. Alice Crakanthorp.) "Write down what she says in her letter to me. Are you ready?" (reading)

1462 – 19<sup>th</sup> Avenue  
San Francisco,  
May 1938.

Dear Muriel:

Your letter reached me yesterday, and as to my marriage certificate, I gave it to Stella [Mrs. A.B. McKelvie of Vancouver] for the Pioneer's Club. She may be willing to let Major Matthews have it, or a copy. All I have of that ancient event is my wedding ring, which says December 2<sup>nd</sup> 1874. Mr. Turner was the pastor [Methodist]; Mr. Soule, Stella's father, was best man; Ada Miller, bridesmaid. I am sure the license was in New Westminster. There is a Mr. Banford [or Bamford] who was bookkeeper at Maxie's at that time, and he remembers me. His address is 2213 Franklin Street East, Pandora Lodge. I wrote him a short time ago, and have had no answer. I think he may know something, but am not sure; he was not at the wedding. That is all I can tell you.

A.L. Jordan.

Miss Crakanthorp, continuing: "Mrs. McKelvie says she has not got the marriage certificate, so that is all we can do for the present."

J.S.M.

## **MEMO OF VARIOUS CONVERSATIONS, OVER THE PHONE, WITH MISS MURIEL CRAKANTHROP, 16 MAY 1938.**

### **VISIT OF EARL OF DUFFERIN, GOVERNOR-GENERAL, 1876.**

Miss Crakanthorp said: "Mother says that you are quite correct, in your article, about a little girl running up the Hastings Mill store wharf to tell her mamma that H.M.S. *Amethyst* was coming around Brockton Point; Mother did run to tell her mother, but instead of a 'little girl in fluffy holiday white,' she was a little girl with a red ribbon in her hair, and a red dress. She ran to tell her mother, but it was a mistake because—she was over from Moodyville visiting Carrie Miller, whose mother, Mrs. Jonathan Miller, was the constable's wife—Mrs. Miller, the constable's wife, told the children they had to stay inside the garden fence, so as not to get in the way of the grownups, and she was sorry she had not stayed on the end of the dock."

### **CAPT. AND MRS. RAYMUR. MRS. R.H. ALEXANDER. MRS. GEORGE BLACK.**

"Mother says she does not care what the newspaper account says; Mrs. Raymur was *not* there. There were only two women on the end of the dock, and they were Mrs. R.H. Alexander and Mrs. George Black, and there was a little jealousy about it, and she recalls it very clearly indeed; Mrs. Raymur was *not* over from Victoria, and the children watched the proceedings from the garden fence. Lady Dufferin spoke to the men, and asked to be taken right up at once to see the Indians.

"Just as the small boats were coming into the dock, after they had heard the splash of the anchor and the rattling of the anchor chains, five horsemen, all covered with mud, hurriedly rode up; they were members of the City Council of New Westminster, or the welcome committee, and the horses were covered with mud up to their knees, not inches of mud, but feet of it. The riders had come over by the Douglas Road as far as George Black's at Hastings, and then come on by the Granville-Hastings Road which was under construction; it was open, but had not been graded" (It may not have had the bridges in, and the horses waded the creeks. J.S.M.) "and the horses had been plunging through mud."

### **"GOD SAVE THE QUEEN." CLARKSON, CUSTOMS OFFICER.**

"Just as the vice-regal party got to the dock, Mr. Clarkson, the customs officer—he was musical, and usually led the singing—dashed up to the gate of the garden, and wanted to know the words of 'God Save the Queen'; the children reminded him what they were."

### **HASTINGS SAWMILL SCHOOL, 1872.**

"Mother says there had to be twelve pupils, or the government would not start a school, and there was not twelve children; there was only eleven. So they put down mother's sister Abbie's name, and she was only four" (years.)

### **H.M.S. REPULSE. H.M.S. AMETHYST. H.M.S. ROCKET. H.M.S. DOUGLAS. H.M.S. MAUDE.**

"Mother says the *Repulse* used to lie right up close to Moodyville; she had eight hundred men on board; they thought she was a mighty vessel with so many men on board. There were three warships when the Governor-General came, the *Rocket*, the *Amethyst*, and another." (Perhaps it was the steamer *Douglas*. JSM.) "The joke about the old *Maude* was that they used to say Capt. Holmes would mount into the pilot house, pull the engine room cord to ring the engine room bell, then run down and start the engines going, and then dash back to the pilot house and set her on her course."

### **INDIAN CUSTOMS. DEER SKIN SAILS.**

"I was talking to Uncle this morning—Mother's brother, who lives with us—and he told me the Indians used deer skins for sails; they were leg-o-mutton shaped. When the wind was favourable on Burrard Inlet, he says, he has often seen them doing it; they would hoist them on their canoes and sail along."

### **CAPT. J.P. PATTERSON'S HOUSE, 1873. ABINGTON H. RIDLEY.**

"Our house at Hastings Mill was two storey; just east of the mill store and behind Alexander's; the way Mother knows it was built in 1873 is that it was built for them just after they came up from the Columbia River; at first they lived in a shack while it was building. The Ridleys were Americans, and always remained Americans. Mother tells me that old Mrs. Ridley used to get Oscar Ridley's daughter to take her up to the American Consul—she was old—to report every now and then so that she could retain her American citizenship.

"After we moved over to Moodyville, the Ridleys moved into our house; it was board and batten, with a stove pipe; they pulled it down when the C.P.R. came, or soon after. I think it was on the right of way, or close to it."

### **CAPT. MACAULAY OF RED ROVER.**

"Capt. Macaulay of the *Red Rover* had two girls with him on the ship; one was his sister and was a girl about 14; the other was his daughter, and younger. My elder sister Abbie was about the same age as the elder, and Mother was about the same age as his daughter Bella, about nine, and Mother remembers that it was the first year they were here that our house was building because the two elder girls used to play 'house' in our house whilst it was building, and would not let the two younger girls inside, which annoyed them. Then Aunt Abbie said she would teach Capt. Macaulay's sister how to dance, and there was a dance called the 'Seven Steps Schottische,' and the big girls used to make Mother stand up and sing for them to dance to. Mother says she remembers Mr. Stephen Burns' mother, Bella Macaulay, very well, because she was her playmate whilst the *Red River* was in; she was here loading for a long time, and Bella Macaulay attended the first class in the first school with Mother."

### **ABINGTON H. RIDLEY.**

"Mother says that it is quite correct that Mr. Ridley set out for the Columbia River from the Hastings Mill in an Indian canoe when Leon, their second, but eldest living child, was very ill, and it must have been about 1871 because Mother recalls that Ridleys had lost their first son, Gideon, and they feared for the second, Leon; Mother was living near Ridleys down in Oregon" (Ranier) "and she remembers Mr. Ridley arriving, but she does not think he went in the canoe via Flattery, but down to Olympia, or Stellacoom, and rode from there on horseback, for he arrived on horseback, but she does not actually know."

(Memo: it is strange that Harold Ridley told me his father went to the *mouth* of the Columbia River in a canoe. In view of the fact that ferry boats were running from Victoria to Port Townsend, why did he not take a ferry boat to Victoria from New Westminster, thence to Port Townsend, and thence to Stellacoom, and Portland? Why did he take a "crew of Indians" in the canoe?)

In 1938, Mrs. Isabella Ann Burns, née Macaulay, 22 Nicholson Road, Stornoway, Scotland, and Mrs. Alice Crakanthorp, 586 East 59<sup>th</sup> Avenue, Vancouver, are the only two known surviving pupils of the first school class, 1873, Hastings Mill School.

### **MEMORANDUM OF CONVERSATION WITH MRS. ALICE CRAKANTHROP, 586 EAST 59<sup>TH</sup> AVENUE, VANCOUVER, WHO VISITED THE CITY ARCHIVES THIS AFTERNOON, 7 JULY 1938, IN COMPANY WITH HER DAUGHTER, MISS MURIEL.**

#### **HASTINGS SAWMILL. DOMINION DAY. KANAKAS. FIRST GRANDSTAND.**

Mrs. Crakanthorp: (looking at a small watercolour of Hastings Mill painted about 1876 by Mrs. Richards, wife of Lieutenant-Governor Richards) "I think this must have been some Dominion Day; see the flags on the ships. We used to have sports on the sawdust. I used to sit on the 'grandstand'; just a few boards nailed, tier on tier, on the north side of the old store, afterwards the warehouse." (See photo C.V. P. Mi. 19, also *Early Vancouver*, Vol. 3.)

#### **PIGS.**

"We used to put all the pigs in the pen beside the cookhouse" (photo C.V. P. Mi. 19) "—there were hundreds of pigs—and then we would have the Dominion Day sports: running, jumping, putting weight, and greasy pole, out on the sawdust; the man who got the flag on the end of the pole got a pig; one

greasy pole was over the sawdust; then we had another greasy pole off the end of the wharf—the Kanakas usually won; they used to go out on that in their stocking feet; they were such excellent swimmers; they got a purse of money for the greasy pole over the water. Then there were games, and canoe races, for the Indians and their klookches. Tins of hard tack, gallons of molasses, and such things were all laid out down the wharf for prizes; the klookches would cry if they did not win, but they all got something—and about the same—to take home with them. I recall one time we had races for the children, and the prizes were big buns off the ships for the big children, and little buns for the smaller children.”

#### **FIRST BRASS BAND ON BURRARD INLET.**

“The Indians at the ‘Mission’ on the north shore had the first brass band on the inlet; that must have been about 1884, because there was no band when Lord Dufferin came in 1876, nor when the Marquis of Lorne came in 1882; the first time they played—that I can recall—was when the bishop came. He went over there by boat, and landed on the shore in front of the Catholic church on the Reserve, and” (laughing) “they met him on the beach with their band, and what do you suppose they played, ‘Johnny Comes Marching Home.’”

(Note: a maker’s name plate cut from one of the original brass instruments of the first band on Burrard Inlet is in the City Archives.)

#### **DR. WALKEM.**

“Dr. Walkem lived in the little cottage next the office.” (See photo C.V. P. Mi. 16.)

#### **RED ROVER BARQUE.**

Excerpt from letter, 1 June 1938, Stephen Burns, son of Isabella Ann Macaulay, daughter of Capt. Macaulay, master of the *Red Rover*, 1873, and in 1938 one of the four surviving pupils of the first class of Hastings School, 1873, to Mrs. A. Crakanthorp.

My mother made me laugh in her letter about Sambo, the black cook of the “Red Rover,” who got into disgrace there by stealing a lot of clothes from the clothes lines of different people of the settlement—your mother—the Raymonds, another, school mistress Richards—apparently he was a good old soul; a great cook, but a born thief. How he was found out I don’t know, but I shall quote from my mother’s letter to show you how she remembers.

“It would take pages to tell you, but it was funny how he was found out, and how the Police Flag went up on the mast of the “Red Rover” to get them on board. Sambo was cooking the tea in the galley, and saw the Bobbies pass the window. He made a dash just as he was, great bare black feet, down the forehold on to the planks of wood at her bows, and up on to the long trail. He could be seen ‘for miles’ it seemed racing for his life through the bush! All the lovely clothes were packed in his camphorwood box, and were handed back to the ladies. Grandma” (that was my mother’s mother; Mrs. Macaulay) “was presented with the box from the police. I had that box for years, and even in Australia.”

#### **MEMO OF CONVERSATION WITH MRS. ALICE CRAKANTHROP, PIONEER OF 1873, NOW OF 586 EAST 59<sup>TH</sup> AVENUE, AT HER HOME DURING AFTERNOON TEA WITH HER, AND HER DAUGHTER MISS MURIEL, 29 JULY 1938.**

##### **FIRST ELECTRIC LIGHT. MOODYVILLE.**

Mrs. Crakanthorp said: “Moodyville Sawmill had the first electric lights on Burrard Inlet. I do not know when it was, but it was after I was nineteen; not before, and before I was twenty, and I was born in 1864. I think those lights were the first electric lights I ever saw; we all went down to see them; they looked lovely. I don’t know how many lights there were” (1885 directory says twelve) “but there was one over where the logs came up, and one over the chute where the lumber went down.”

### **S.J. RANDALL OF MOODYVILLE.**

"I don't know where they got them, but my brother Fred" (Patterson) "who helped to install them, says that S.J. Randall, the head machinist, got the idea; it was Mr. Randall's idea from the beginning, and that he got the machinery down in the States; the Moodyville crowd were all from the States—Mother told me that S.J. stands for Squire Jones; that when he was a boy, Mrs. Randall used to call him 'Squire,' and Mother asked why, and they said they had known someone called Squire Jones, and liked him so well that they called their son 'Squire Jones Randall.'

"Mr. S.J. Randall was the best rifle shot in Oregon in the seventies, and also when he came here.

"Fred does not remember the exact year, but I was about nineteen, and not older than twenty. Fred says the lights were the old style carbon lights, like two big black crayon pencils about as thick as your finger, which touched each other, perpendicularly, and the spark was between the two carbons. All this had a big glass globe around it."

### **ELECTRIC LIGHT AT HASTINGS SAWMILL. COAL OIL LAMPS.**

"You would be quite correct to say that Mr. Randall was the first to bring electric light to Burrard Inlet, and that Moodyville had electric light before Hastings Mill. The Hastings Sawmill had electric light, but that was years afterwards. Moodyville was the first.

"There were no electric lights in Ben Springer's house at Moodyville—he was manager—nor in the school, or hotel, or store, or institute, or in the cottages; all had coal oil lamps with wall brackets and reflectors—do you remember the reflectors?—or hanging lamps on a chain. There was no electric light in the houses; not even in 1902.

"Mr. Randall's wife was the youngest of twelve children; the Randalls were neighbours of ours at Moodyville and previously in Oregon. The family were pioneers in Oregon; they had settled somewhere up the Upper Willamette River, where they had a splendid farm; they got 'so much' land grant for the old folks, and 'so much' for each child. It was there that Mrs. S.J. Randall was born. Mrs. Randall had two daughters, Mrs. Blaney of 1970 McNichol Street, now; and Mrs. Nellie Wight" (see photo P. Port 302 of Mr. and Mrs. S.J. Randall, and Randall file); "there are three sons."

### **MOODYVILLE SAWMILL. HASTINGS SAWMILL. SAILING SHIPS. TELEGRAPH AT GASTOWN. TELEGRAPH AT MOODYVILLE.**

"There used to be a lot of ships come in. The most I ever saw was when I was sixteen; there were ten big ships all at one time" (See "Street Ends case, 1905," where fourteen is sworn to), "all loading at one time. I cannot recall their names, but I remember the *Pride of England*, and *Locksley Hall*. There was great rivalry between the two mills; that was why the Hastings Sawmill kept a man down at Victoria to meet the ships—and for years after—Moodyville had a telegraph wire—they pulled it down afterwards, and I got some of it for a clothes line—but there was no telegraph at Hastings Mill, and Moodyville got all the messages first." (Which explains why the telegraph was put in to Gastown, circa 1877.)

### **JOHN DEIGHTON. THE "EARL OF GRANVILLE."**

"John Deighton had, in 1873 when we first came, an Indian woman for a wife, and then there was a white woman there, and I asked Mother who she was, and Mother said, 'Mrs. Deighton'—I never could understand that—and then Gassy Jack went away, and so did the white woman, and Tom Deighton and his wife came.

"The 'Earl of Granville' was Gassy Jack's little boy; the Indian woman was his mother; such a 'dear little fellow.'"

**MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP, 856 EAST 59<sup>TH</sup> AVENUE, OVER THE PHONE, 3 SEPTEMBER 1938, WHO KINDLY TELEPHONED IN RESPONSE TO A NOTE ASKING FOR INFORMATION ABOUT THE BUGLE HORNS USED BY THE WESTMINSTER-BURRARD INLET STAGES.**

**STAGES. LEWIS STAGE. MRS. LYNN OF LYNN CREEK. STAGE HORNS.**

Miss Crakanthorp said: "Mother says she does not remember anything about the horn the stage driver blew on the Westminster-Gastown stage, but she remembers the stages coming in to Gastown. They used to come in with a flourish, and grand finale, four horses at a gallop, pull up with a great how-do-you-do between the Sunnyside Hotel and the Deighton Hotel, and the passengers would all get out, and be 'sized up' by the assembled onlookers; everybody wanted to know who'd come in by the stage; an event of the day when the stage arrived; nine passengers; one sat with the driver, and eight in the back. The fare was one dollar, or two dollars return. And of course the mail was thrown down, and hurried into the post office; it was at Hastings at one time, then Hastings Mill, then Carrall Street, depending on the year, until the C.P.R. came in 1887. Then after the excitement was over, the stage and horses would trot 'round to the stables on Trounce Alley, back of Jonathan Miller's house.

"Mother says the trip from New Westminster to Gastown took about two hours, and the road was rough; you know how rough the old Douglas Road was" (see Rev. C.M. Tate narrative in *Early Vancouver*, Vol. 2), "well, in the earlier days it was rougher than that. You remember the big hill on the Douglas Road; Mother says below that was the roughest. Mother says the trip over was always an ordeal for her; she got 'seasick'; lots of people did. Mother says Mrs. Lynn, of Lynn Creek, if she could not have the front seat with the driver, would walk—walk to New Westminster and back—rather than ride on the stage; she got so desperately seasick on the stage.

"Lewis had that stage, and of course he had several drivers, and one was Mr. Green, with a long beard down to his middle, and he chewed tobacco, and he would talk, talk, and the juice got on his beard; and the ladies were feeling squeamish, and that's that story.

"She doesn't recall anything about the stage horns."

Note: Mrs. R.D. Smith, born Burrard Inlet, 1 October 1877, says, 2 April 1937 conversation, "The stage, at the foot of about Abbott or Carrall streets, the stage just came so far, as far as it could get ... Harry Frieze" (sic) "the stage driver, up there on the stage with his bugle; he used to put the bugle up to his mouth and blow it—on the stage—and Maggie took my little hat, and I watched her drive off with the stage."

**MEMORANDUM OF CONVERSATION WITH MRS. ALICE CRAKANTHROP, WHO, TOGETHER WITH HER DAUGHTER, MISS MURIEL, CALLED THIS AFTERNOON AT THE CITY ARCHIVES, TUESDAY, 25 APRIL 1939.**

**FIRST WEDDING AT HASTINGS SAWMILL. MISS ABBIE PATTERSON. CAPT. F.W. JORDAN.**

Mrs. Crakanthorp said: "Here is the wedding certificate for the first wedding at Hastings Sawmill, 2<sup>nd</sup> December 1874, and I think the second on Burrard Inlet. My sister found it, after all, in a bible at her home at San Francisco; sent it to me, and wrote that it was sent expressly to you, as City Archivist."

At this point, Miss Crakanthorp handed me the certificate, a half sheet of plain white paper, on which is written:

This is to certify that Frederick William Jordan, Captain of the ship "Marmion," and Abbie Lowell, eldest daughter of Capt. Patterson, Burrard Inlet, were today united by me in the bonds of holy matrimony in the presence of a large company of friends, and the following witnesses: William Soule, Ada Miller.

Burrard Inlet,  
British Columbia,  
2<sup>nd</sup> December, 1874.

James Turner,  
Wesleyan Minister.

### **MARMION, BARQUE.**

Mrs. Crakanthorp continued: "My eldest sister Abbie, just plain Abbie, was born 14<sup>th</sup> October 1859 in New York City, and was married 2<sup>nd</sup> December 1874 to Captain Frederick William Jordan, master of the barque *Marmion*, loading lumber for China at Hastings Sawmill; the *Marmion* was afterwards lost at sea, loaded with coal, off Cape Flattery. Mrs. Jordan now lives at 1462 Nineteenth Avenue, San Francisco, and is almost 80 years old."

### **FIRST WEDDING. MRS. R.H. ALEXANDER.**

"Well, the wedding was in our house; the one built for us in the spring of 1873; the one Riddleys afterwards lived in." (See photo No. N. Mi-12, item 21, and *Early Vancouver*, Vol. 3.) "My sister made her own wedding dress, a beige colour, and Mrs. Alexander came with orange blossoms, the same ones she had used at her own wedding; Mrs. Alexander lived next door. Ada Miller, daughter of Constable Jonathan Miller, had a dark blue dress, made from material bought at the Hastings Mill store; they ordered it from Victoria. Mrs. Alexander wore a sort of cornflower blue silk dress—it was the dress she had worn at her own wedding. She was a very pretty woman, with large blue eyes and a lovely disposition, and so fond of my mother" (Mrs. Patterson.) "Captain W.H. Soule of the mill was best man, and the Rev. James Turner, Wesleyan Methodist clergyman; clergyman at the Indian church on the beach, at the foot of what is now Abbott Street, at Gastown. He was the first resident minister on Burrard Inlet. The ceremony was at seven thirty in the evening.

"There was much preparation, and baking of cakes; Mother did her own baking, of course.

"Well, the wedding was held in the sitting room; no carpets, not in those days, and the refreshments were served in the kitchen—quite a large room as compared with modern kitchens. I have got part of the original table up at my home; it was shortened, but originally, the old kitchen table was a very long table; we were a big family; you could seat eighteen or twenty at it; and it was quite broad; made from a single piece of board or plank. They had lots of refreshments, and 'Gassy Jack' sent a case of wine and whisky."

### **HASTINGS INSTITUTE. READING ROOM. FIRST PUBLIC LIBRARY. GEORGE BONE. CONCERTINA. SHIP NIAGARA.**

"After the wedding, all went down to the Reading Room, or, I suppose you would call it library, and danced. There was a man, George Bone; he played the concertina, and there was a violin, and Mrs. Alexander—she had a beautiful voice—she sang, and so did Mrs. Haynes of Moodyville, and Capt. Pickard, who was here; his ship was the *Niagara*; he gave the bride and groom an address—something written on a piece of paper, and they gave another one to Capt. and Mrs. Pickard. Mr. McArthur, the mill machinist, read the address to the happy couple. I remember wishing they would hurry up reading it so that we could go and dance. And then everyone came in and had a drink of wine or something.

"I don't remember much about the wedding presents; Abbie got quite a lot, but all I can remember was a set of jewels, brooch and ear rings, from the *Niagara*, but Abbie says 'Gassy Jack' sent a case of wine and whisky. There was no honeymoon; Capt. and Mrs. Jordan just went on board his ship, the *Marmion*, loading at the mill, and in a few days she sailed for China."

### **CANNON. MOODYVILLE SCHOOL. MRS. MURRAY THAIN.**

"The owner of the Moodyville, Sue Moody, was an American, and my brother-in-law, Capt. Jordan, was also an American, so, of course, there was great excitement at Moodyville, and all the head people at Moodyville came over, were invited.

"They had a gun over there, a small cannon, about three feet long, and they fired it continuously from about twelve noon until six o'clock at night. I don't think it was heard as far as the Hastings Mill, but the old gun came from somewhere, and it would kick backwards when they fired it, and a terrific great cloud of white smoke came out of it. The gun raised such a commotion in Moodyville that Mrs. Murray Thain, the school teacher, had to close the school. I'll never forget that; I thought it was such a nice thing for them to set the gun off.

"The first little son was born about two years after the wedding; he lived two to three years; William Allan his name, and buried in San Francisco. Her second son was Edward Burrard Jordan, born after about four years, and now in California; he was born the same day as Mrs. McKelvie" (née Estelle Soule.) "And



then there were four more, Lewis Sidney, now dead—killed on a steamer—and Emily Belvedere, born at Moodyville, and Hazel Gertrude, born at San Pedro, and Sarah Fuller, born in San Francisco, and, sixteen years after, Hazel, and at the time of her birth my sister Abbie was forty years old; six in all.”

#### **LOSS OF BARQUE *MARMION*.**

“The *Marmion*, loaded with coal, was lost at sea off Cape Flattery, but they were all picked up in the *Marmion*’s boats by the *Tam-O-Shanter*, and taken to San Francisco; my sister and her two children, William and Edwards, were on board; somehow, I don’t know the detail, Ned’s” (Edward) “leg was broken.

“When they told my sister the ship was sinking, she took the top off her sewing machine; just took the top right off, and put it in a camphor wood sea chest with a few clothes for the children, and had the chest put in the boat. I have always thought it was fine presence of mind.

“My brother-in-law, Capt. Jordan, got another schooner right away, and took it to Hawaii, I think. He was on that schooner for a short time, when he was offered the ship *Belvedere*, owned by the Dunsmuirs of coal fame on Vancouver Island; then the Dunsmuirs transferred him to the steamer *Wellington*, and at that time the Jordans lived in Departure Bay, where the children went to school; then he went to San Francisco as a pilot, and while a pilot, he died in San Francisco, 20<sup>th</sup> November 1915.”

#### **FIRST MOODYVILLE WEDDING. WEDDING TRAGEDY. PETER PLANT. PALMER? STAGE DRIVER. MITCHELL’S ISLAND. MISS HARRIET MITCHELL.**

“I must tell you about the first white wedding at Moodyville; my mother was there. Judge Howay is all wrong; he says a wedding of a man named Peter Plant was the first wedding at Moodyville; *it was not*. It was a Mr. Palmer, who drove the Hastings-Westminster stage for Lewis; as near as I can estimate I was about fourteen at the time, so that it would be about 1878; and he married a Miss Harriet Mitchell; her brother afterwards owned Mitchell’s Island in the North Arm of the Fraser.” (Note: it is recorded that Plant’s wife was half Indian.)

“She was married one Sunday, and died the following Sunday; she had a bad cold. They had a little three-roomed shack, and about an hour after the wedding, Mother sent me down with something, and I went back, and told Mother of the moans I had heard, and Mother went down—just about an hour after the wedding—but the bride never regained consciousness, and died the next Sunday—a week after her wedding, and Mother laid her out in her wedding dress. Mr. Palmer, the bridegroom, was a very sad man after that; he lived in New Westminster, and I never saw him again, but he told Mother to spare no expense for anything that was needed.”

#### **R.H. ALEXANDER, FIRST STOREKEEPER.**

“Mr. R.H. Alexander was the first storekeeper at Hastings Mill, because Mrs. Alexander told us he was.”

#### **HASTINGS MILL.**

“This photo, No. P. Mi. 13, Hastings Sawmill. This low building in the foreground here is the blacksmith shop, and behind is the machine shop, and this small addition” (at northwest corner of mill proper) “is the saw filer’s. All in front here where all these men are standing is sawdust; where we had the games. Those small things on top of the mill roof are water barrels.”

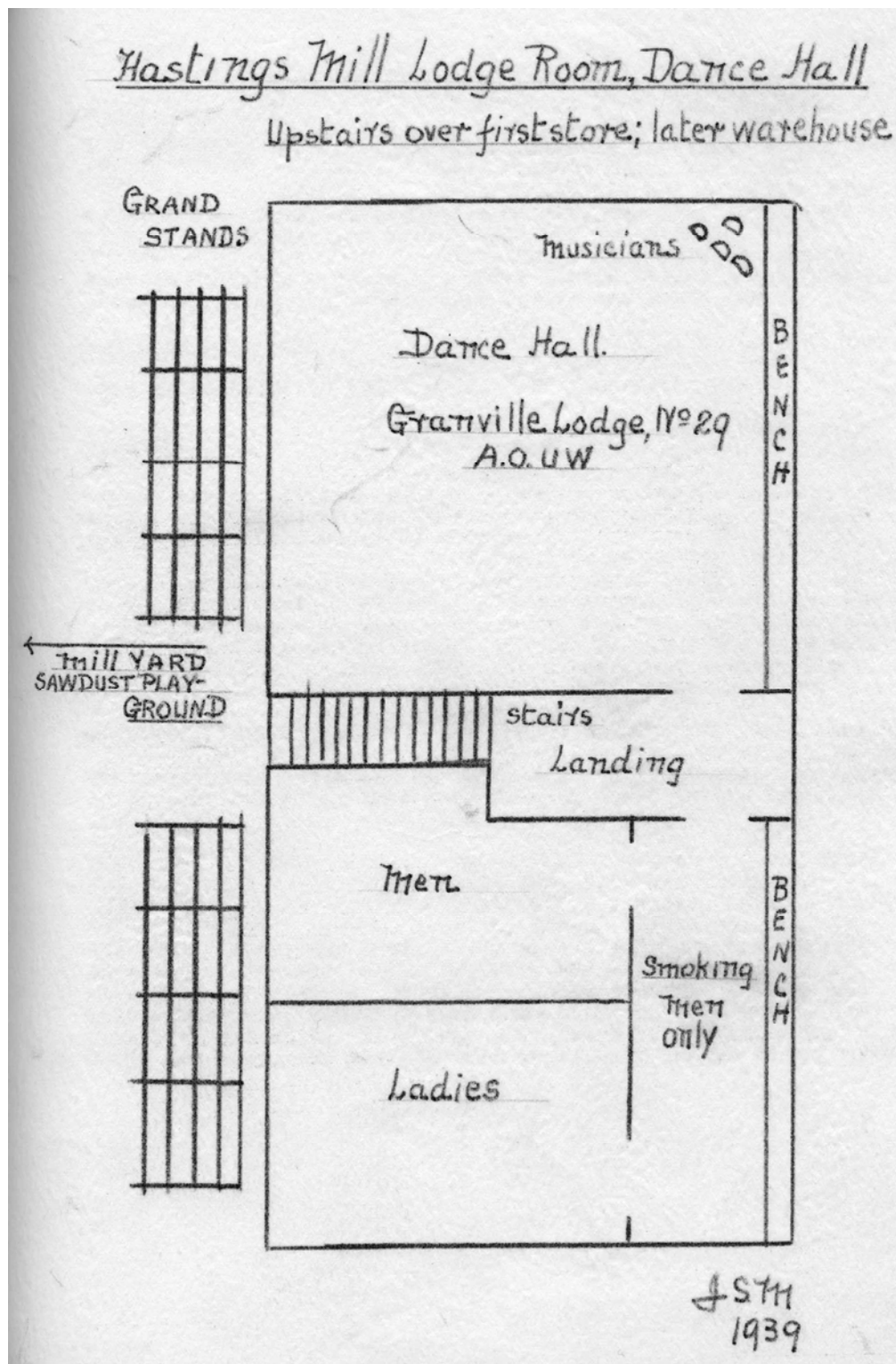
#### **LODGE ROOM. OLD, OLD HASTINGS STORE. GOOD TEMPLARS.**

“The old two-storey building, which they say was the first store, but which I cannot say whether it was or not, had a dance room upstairs; I think they used it for a lodge room too.

“The doorway entered from the outside, about the middle of the building, from the ‘grandstand,’ where we used to sit and watch the sports on the sawdust, and the stairway divided the upper part into two. On your left hand, at the top of the stairs, there was a bit of a hall, and the door opened into the dance room; there were benches and chairs, and the musicians sat on the south wall. On your right hand, the place was divided into three; a door led into a sort of long hallway, with a bench in it where the men used to sit and smoke, and then, what remained was divided into two dressing rooms; I suppose one for the men and one for the ladies.”

# HASTINGS INSTITUTE. READING ROOM. LIBRARY.

"Then, when the dances were over—I think I was about fourteen then, I should think, 1878—they would all walk across the sawdust to the Reading Room for supper. This is the plan of the upper part of the building, two-storey, afterwards the warehouse." (See *Early Vancouver*, Vol. 3.)



Item # EarlyVan\_v4\_024

### **GRANVILLE, 1884. AINSLIE MOUAT. A.R. COUGHTRY. STAGES.**

(Looking at photo No. N. Dist. 19; P. Dist. 30, Granville, 1884) "This building numbered 'T' may have been Blair's home, but Ainslie Mouat built it; not to occupy himself, but to rent. Mrs. Walter M. Gow, née Coughtry, lived in it with her father and mother when she was a child.

"This dark spot here, the side door to Miller's cottage, is where Carrie Miller and I used to stand and watch the stages come in, to see who'd come."

### **"HOLE IN THE WALL."**

"This tall building at the end here, numbered 'Q,' was Pete Donnelly's; he went to Scotland to get married, and came back John Robertson."

### **PICNICS. GRANITE FALLS.**

"You see, in the early days, they were supposed to entertain the captains of the ships, and their wives; nearly all the sailing ships, particularly the American ships, carried wives and families of the captains, and after the picnics there would be a dance.

"We used to go up the inlet to what they call Granite Falls now—they were beautiful falls—in the ferry boat *Senator*. All the neighbours would get together and see what they could bake, and they would all go up, and sit on the shore at the falls; the ladies would take their fancy work; they started that when I was about twelve, that would be about 1876, and kept it up until I was nineteen."

### **MECHANICS INSTITUTE.**

"Then, in Sue Moody's time—that was when I was ten or eleven—after the picnics we would all be invited to the cookhouse for dinner or supper, and after that they used to dance in the Mechanics Institute."

### **HUGH BURR. SEYMOUR CREEK. MILK.**

"Hugh Burr lived at Seymour Creek with Mrs. Burr and their six children, all girls, Martha, Elizabeth, Fanny, the twins, Emaline and Adaline, and the last little girl whose name was Harriet Margaret Alexandria Burr. Mr. Burr had a farm, and used to make milk and butter. He used to cross to Maxie's and sell butter and milk, and then come down to Moodyville in his rowboat with his milk. If it was very rough on the inlet he would not come. We saw him once afterwards in New Westminster."

### **MEMO OF CONVERSATION (OVER THE PHONE) WITH MISS MURIEL CRAKANTHORP, 586 EAST 59<sup>TH</sup> AVENUE, 8 JULY 1939.**

#### **CHIEF LAHWA. CHIEF CAPILANO JOE. CHIEF HARRY.**

Miss Crakanthorp said: "I have been talking to Uncle Fred, Mother's brother, about the chiefs over at Capilano.

"Uncle told me that when he was about thirteen—that's fifty years ago as he is 63 now—he and a boy named Georgie Kamm who was older—about sixteen—went down to Capilano Creek—we always called it Capilano Creek, not river, in those days—to get some mules."

#### **CAPILANO CREEK. MULES. OXEN.**

"They used to have a lot of mules at Moodyville to draw the logs down the skid roads; they were sure-footed. They had oxen at first, then they got the mules; a whole string of mules, ten mules, two abreast. We used to go down to see the mules come in with the logs; great big logs, big fellows; they always brought three, down the skid road; they had come a long way.

"Well, a couple of the mules strayed away, went down to Capilano Creek, and Georgie Kamm was going to get them and wanted my uncle for company; they went along the beach when the tide was out, and they found the two mules down by the water at the mouth of the creek."

(Note: variously spelt in directories as: 1882, 1885, no mention, 1887 Kamm, T., 1891, Kamm, George; Kamm, Thomas, Millhands, 1892 Kaunn, Thos. millman, 1893 Kamm, Thos., millman, 1894 Kamma, Thos., millman. Miss Crakanthorp says spell Kamm.)

**HOMULCHESON. CAPILANO VILLAGE. CHIEF LAHWA.**

"There was a lot of Indian houses there; it was the village, and Chief Lahwa lived there. He was an elderly man, fifty or more—boys don't judge men's ages very well—and the old chief was a great Roman Catholic, at least he liked the 'show' of the Roman Catholic Church; he would not go to any other church; he did not care very much for religion, but he liked the pomp of the robes, and the lace, and the big choir.

"Well, this day, while they were getting the mules, Chief Lahwa came out of his shack, and he was 'roaring' drunk. The only garment he had was his undershirt, but he had a bible in one hand, and exclaimed to the two boys, 'The priest told me I can get drunk, and I can do anything I like, as long as I keep this bible,' and he was carrying the bible around with him in his hand.

"Georgie Kamm and Uncle Fred stood laughing at old Lahwa, but kept way from him, as he was a bad old fellow, and then Georgie said to Uncle, 'That old devil is my uncle.'"

**KAMM OF MOODYVILLE. KANAKAS. SUE MOODY OF MOODYVILLE.**

"About the Kamms, a Kanaka name. These children were actually Moody's children; Uncle thinks three little boys, and a little girl, but two little boys and one girl anyway; and their mother was an Indian woman. But Sue Moody had a white wife in Victoria, and Mr. Moody wanted her to come and live at Moodyville, so he built her a nice house—not the one known as the 'Big House,' another one—and she came up from Victoria to live at Moodyville. But the Kamm children were so like Mrs. Moody's girls that Mrs. Moody would not stop. And his Indian wife called his children Moody. Then Moody was drowned off Flattery, and his Indian wife went to a man named Kamm; he was a Kanaka, and that's where the Kamm comes in; after a while she married him.

"Now you see, Grandmother Patterson was the practical nurse who brought nearly all those children into the world, and that's how she knew all about it."

**MASONIC LODGE. INDIAN WIVES. MOODYVILLE INSTITUTE.**

"Mother says that some of the Indian women were very cheeky. They would go down to the store and order all sorts of things, and charge it up to somebody, and if he did not pay they would threaten to 'make him suffer for it.'

"Mother says that when she was about eighteen, there was a man and he had a white wife and an Indian wife, but the white wife would not stay, but the Indian wife simply worshipped him. Then he died, and there was a Masonic funeral, and Grandmother Patterson saw that the poor klootch was breaking her heart off by herself; she was not being noticed at all in the pomp and ceremony. So Grandmother took her right up in front, in front of everybody, and went and had a cup of tea with her after the boat went away. The boat was taking the body over; I don't know where, perhaps George Black's at Hastings for burial at Westminster. They held the church service in the meeting house, in the old Institute, and then took the body across the inlet. But the old Indian klootch just worshipped her white husband.

"Chief Lahwa was followed by a Chief Harry; we don't know much about who he was; not the Chief Harry who is well known, but another Harry, and he had a wife who used to wash for Grandmother Patterson. Oh, no, chiefs' wives didn't mind doing the washing. So then, after talking with Uncle, I went downstairs and told Mother what Uncle had said, and she said, 'He's right.' Uncle says Georgie Kamm is still living."

Approved by Miss Crakanthorp, 18 July 1839.

J.S. Matthews.

**MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP, 1025 BURNABY STREET, VANCOUVER, OVER THE PHONE, 25 JULY 1939.****FIRST TENNIS ON BURRARD INLET. FIRST CROQUET ON BURRARD INLET. MOODYVILLE. MRS. BEN SPRINGER.**

Miss Crakanthorp said: "Mother says that the lawn, later used as the first tennis court on Burrard Inlet, was built before the Springers went to live at the 'Big House'; the lawn was the beside their home, the 'Big

House' at Moodyville." (See photo P. Bu. 2, N. Bu. 51, and P. Out. 209, N. Out. 90.) "It was just a lawn, probably built by" (Senator and Lieutenant-Governor) "Hugh Nelson.

"Mother was born at Stamps' Mill in 1864, and she was eighteen when the Nelsons moved out and the Springers moved in, so it would be 1882. Prior to that year the lawn was there, but Mother does not recall it being used for tennis; it was used for croquet."

#### **R.C. CRAKANTHROP, FIRST TENNIS PLAYER.**

"Then, in fall of 1886, my father" (Mr. R.C. Crakanthorp) "came to Moodyville, and next spring, 1887, taught Mrs. Springer how to play tennis. Father had been travelling in the United States, but his home in England had a tennis court, and he was a very good player."

#### **RICHARD FLOOD, FIRST LAWN KEEPER.**

"Mother says that Richard Flood" (see photo P. Mi. 3, G. N. 130) "who was best man at her wedding, laid off, or blocked off, or whatever it is called, the tennis court lines, and he had the whiting in a pitcher. He would go along and pour it out.

"Somebody, some woman, there said to tell him that he ought to put 'that (white) stuff' in a teapot, and pour it through the spout, so Richard Flood sent a message back, 'Tell her to go and teach her grandmother how to milk ducks.'"

City Archivist: Did the message reach her?

Miss Crakanthorp: "I cannot say."

#### **MULES.**

(Note: W.A. Grafton, conversation, 26 July 1939, says, "There was only one string team of mules around Burrard Inlet that I ever saw; the Moodyville Sawmill had them.")

#### **MEMO OF CONVERSATION WITH MISS MURIEL CRAKANTHROP, 1025½ BURNABY STREET (OVER THE PHONE), 19 AUGUST 1939.**

##### **OYSTERS. LOSS OF S.S. CHEHALIS. OYSTER BAY RESTAURANT.**

Miss Crakanthorp said: "Mother got your note about oysters on Burrard Inlet, and she says that if there were ever any oyster on Burrard Inlet, that she never heard of them."

Note: a conversation with Mrs. James Walker, daughter of Joseph Silvey, "Portuguese Joe," fisherman of Gastown, on 17 August 1939, also records that oyster on Burrard Inlet were unknown to her.

"You remember the Union Steamship *Chehalis* going down in the Narrows: the *Princess Victoria* ran into her and drowned a lot of people. Well, the *Chehalis* was on her way to look at oyster beds then; they had heard of some oysters growing somewhere, and were off to see if they could find them; that was the reason she was going out the Narrows. And about the old "Oyster Bay Restaurant" being named after oysters in a bay on Burrard Inlet, that's all nonsense, because I remember an Oyster Bay Restaurant in San Francisco.

"Mother says the Oyster Bay Restaurant on Carrall Street had that name because it specialised in oysters, a rare delicacy in Vancouver in those days. She tells of a couple who were married at St. James' Church, and then decided to celebrate the event by having a special dinner; they went to the Oyster Bay Restaurant on Carrall Street, and had an oyster dinner; it was considered quite out of the ordinary to have oysters; there was about only one place in town where they could be got."

(Note: the famous restaurant on the southeast corner of Carrall and Oppenheimer, now Cordova Street East, is probably the oldest restaurant in Vancouver; has always been famous for its good food, even if somewhat hurriedly and boldly served without ceremony; good food with no fuss or pretence. The property was the first lot sold by the Canadian Pacific Railway—sold before the public sale, and privately to Walter E. Graveley, who retained it until his death in 1939.)

#### **CAPT. W.H. SOULE. CAPT. WILLIAM ROGERS. CAPT. CALVIN PATTERSON.**

“Mother says that the story of the courtship of the widow of Capt. Calvin Patterson by Capt. W.H. Soule and Capt. William Rogers, the former winning her hand and earning thereby the local sobriquet of ‘William, the Conqueror,’ and Capt. William Rogers, the unsuccessful suitor, earning that of ‘Sweet William,’ is quite true; Capt. Calvin Patterson was Mother’s uncle.”

(Note: the article appeared in *The Burnaby Advertiser*, 21 July 1939, and is by George Green—see his file.)

#### **OYSTERS, NONE ON BURRARD INLET.**

Between 1898, when he owned an Indian canoe, and 1905, when he was partner in a small sloop (yacht), and on numerous family picnics to beaches on Burrard Inlet and English Bay, J.S. Matthews, who lived in Auckland, New Zealand, where oysters are on every beach, and where he was a member of both rowing and yachting clubs, states that he has never seen an oyster or an oyster shell, old or new, on a Burrard Inlet beach, from Point Grey to Roche Point.

J.S.M.

#### **MEMO OF CONVERSATION WITH MRS. ALICE CRAKANTHORP, 1066 BURNABY STREET (NEW ADDRESS 1218 BURNABY STREET), OVER THE PHONE, 17 OCTOBER 1939.**

##### **GEORGE BLACK, HASTINGS. FIRST KILTS. HIGHLAND DANCES.**

Mrs. Crakanthorp said: “About kilts. George Black of Hastings did wear kilts on many occasions; whenever he went to a party, or ball, he used to take his kilts with him. He was a splendid dancer, and he was almost asked to don his kilts and dance.

“I cannot remember what tartan he wore, but he used to dance the sword dance. He was without swords, so he used to take two handkerchiefs and cross them. I saw him dancing many times, many places, wherever there was an entertainment, or singing; anything like that. Mr. Black wore white socks, and used to take his boots off and dance in his stocking feet—sword dance, of course—he danced beautifully. He was not very good looking, but he was an exceptionally fine figure, and well built; was tall, and when he danced he looked as though he was on springs, he was so graceful; just perfect. When they had games or sports on the 24<sup>th</sup> May, or 1<sup>st</sup> July, he could jump so high it looked as though he was on springs.”

##### **MRS. GEORGE BLACK.**

“I have read descriptions of George Black as having dark hair; he wasn’t dark; George Black was sandy; he was bald, and what hair he had was sandy, and his eyes were blue; I gave you his photo, and Mrs. Black’s, too. Neither of them were very good looking; Mrs. Black was not pretty, but very stylish, light brown hair, dark eyes, and played, sang, and danced. They had two children, Maud and May; Maud was drowned. I don’t think the children were born on Burrard Inlet. Mrs. Black’s parents were Americans; she was educated in Oregon.”

##### **FIRST BAGPIPES. FIRST RACEHORSES. “SLEEPY DAN.” “BRYAN O’LYNN.”**

“Mr. Black had the first racehorses on Burrard Inlet; one was called ‘Sleepy Dan,’ and the other was ‘Bryan O’Lynn.’ ‘Sleepy Dan’s’ eyelids drooped, looked as though he was going to sleep; horses do that. I think they both came together. They used to race at Gastown, and over at New Westminster; sometimes Mr. Black would ride, sometimes his stock riders, and Mrs. Black was a great horsewoman, too.”

##### **HART’S OPERA HOUSE.**

“The first time I ever heard bagpipes was at a Scottish ball in Hart’s Opera House on Carrall Street; it was just before I was married, 29<sup>th</sup> December 1892; there certainly was plenty of bagpipes there that night.”

##### **ISAAC JOHNS. CHRISTMAS, GRANVILLE. MRS. JOSEPHINE SULLIVAN.**

“Mrs. Sullivan of Gastown was a fine woman; she was part French, and part black; anyway, dark; her maiden name was Josephine Bassette. And another thing: it was Christmas day, and Ike Johns, the customs officer, got drunk, and Ainslie Mouat and some of them took him home in a wheelbarrow; they hadn’t far to go, just a few yards. But. The next day Mrs. Johns was about, and he was telling his cronies that ‘some of the boys got it bad last night, but I got them home safely.’”

**MRS. W.M. GOW. COUGHTERY. BEN WILSON. JIM GILLIES.**

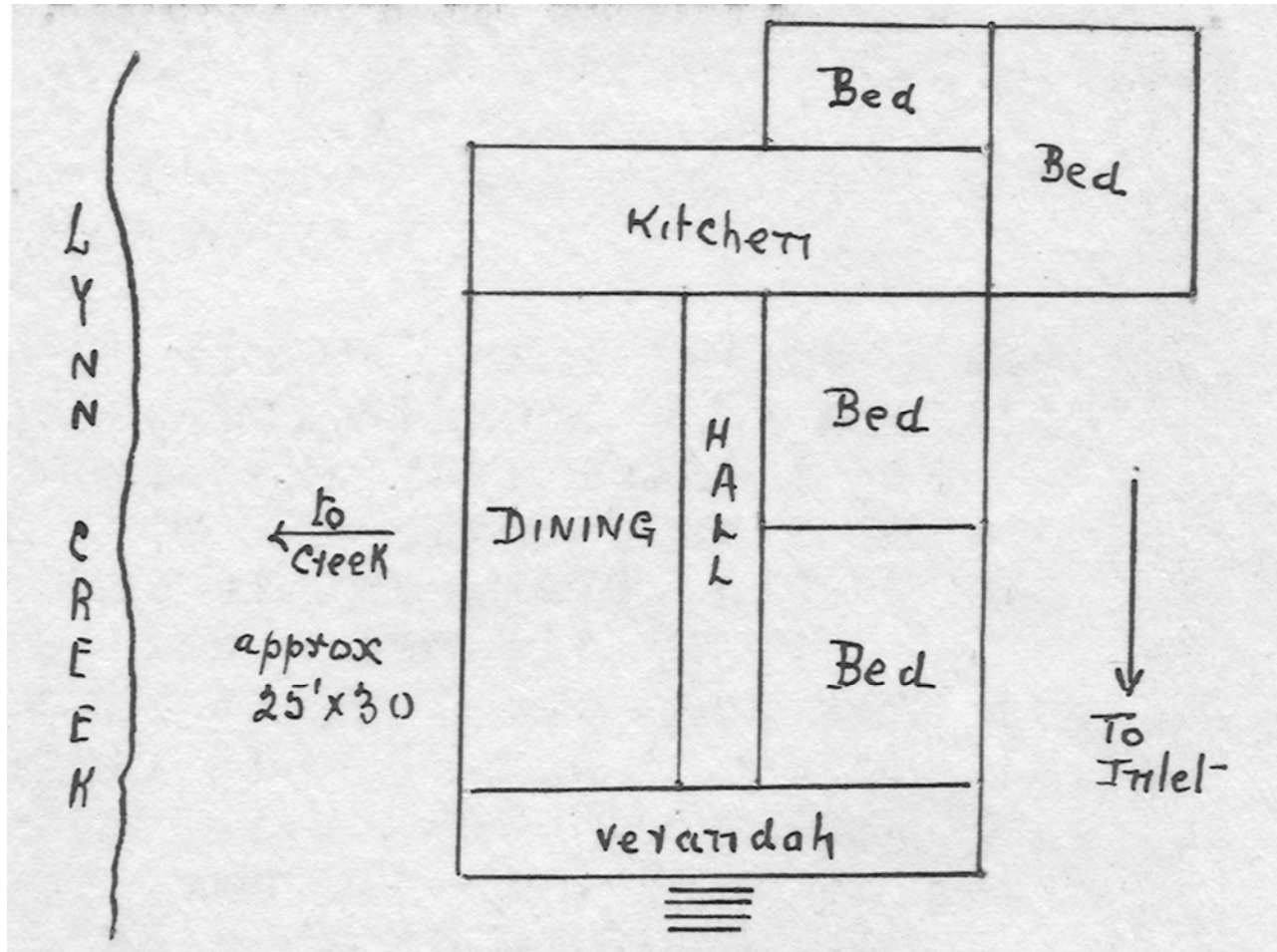
"This photo, 1884" (see C.V.N. Dist. 6) "of this house on the southwest corner of Abbott and Water streets; that was where Gertie Cougherty lived for a time; she's Mrs. W.M. Gow now. Ben Wilson lived in that house for a while, while his was being built, and Jim Gillies lived there, too."

**CONVERSATION WITH MRS. ALICE CRAKANTHROP, AT CITY ARCHIVES, CITY HALL, DURING A VISIT WITH MISS MURIEL, HER ONLY DAUGHTER, WHICH INCLUDED TEA AND CAKE, 15 DECEMBER 1939.**

**JOHN LYNN. MRS. JOHN LYNN. LYNN CREEK.**

Mrs. Crakanthorp said: "This photograph is the Lynn cottage at Lynn Creek." (Photos C.V.P. Out. 214, G.N. 356, 357, and also several glass negatives, 4 x 5, Stark photo, as yet unnumbered.)

"Their cottage had a verandah in front; it faced the inlet; a narrow hallway ran down the centre, with two tiny bedrooms on one side balancing a long living room on the other. Along the entire back was the kitchen, and two bedrooms off that; these photos do not show the kitchen, nor sheds, and barn; I think they must have been removed, or fallen down, before these photos were taken by Vancouver pioneers who, in later years, used the old place for a picnic rendezvous in summer."



Item # EarlyVan\_v4\_025

"The Lynn farm was a pretty place, but she had to work it. 'Jock' Lynn; they always called him 'Jock'; he was Scotch; he was crippled and was always drunk; the two sons would not work, and the two girls were too young.

"The tide used to come right up to the Lynn Cottage, at high tide all around it, and one time, when Mrs. Lynn arrived there, there was a canoe tied to the verandah post. These photos do not do justice to the place; it is shown as untidy; it was always so very neat and tidy; Mrs. Lynn was such a clean, tidy woman; Mrs. Lynn was 'boss,' and very clean; the girls had to scrub and clean. And she was very religious."

#### **HUGH LYNN, SON.**

"Mrs. Lynn had a terrible time with her sons. Of course, you know, her son Hugh was hung—the same day my little son, my only son, died—and her trials made her severe. One day she came home, and Hugh was inside, and she threw all his stuff out of the front door. It must have been in the spring, for the creek, and the tide, too, were high, and, of course, Hugh's belongings fell into the water. This was the way it happened.

"The other daughter came down to the cottage one day, and it was arranged that Mrs. Lynn should go back with her to Moodyville, and stay a few days. While she was away, and their home empty, a passing Indian saw smoke coming out of the chimney, and immediately went to Moodyville and told Mrs. Lynn, and she went down at once. Inside, Mrs. Lynn found Hugh—the one who was hung—with a klotch; they were living in the houses, had been drinking, and everything was in a mess. Mrs. Lynn flew in a rage; threw their possessions out of the front door, and into the water; the canoe was tied to the verandah post, and—so the story goes—kicked Hugh and the klotch out after their goods. There was always trouble when her sons were about; the one who was hung had no respect for anything; the hanging was merely the end of it; we did not feel safe when he was up at Moodyville."

#### **MOODYVILLE JAIL. GEORGE CALBICK, JAILER.**

"Hugh got into jail again; the little one-room jail at Moodyville, with iron bars; he was always in jail at intervals; Mrs. Lynn used to get him out, and this time, after she had paid his fine to George Calbick, the policeman and jailer, she said to her son, 'Now, get down on your knees, and thank God you are out of here, and take damn good care you don't get in again.' The jail was behind the hotel."

#### **MRS. LYNN.**

"Mrs. Lynn and I were always great friends; she never called me Alice, but Alison; that was the name of her daughter who died young. One day while I was there someone came, and I showed them the crochet work Mrs. Lynn had done, and I said, 'You made this all yourself, didn't you, Mrs. Lynn,' and she replied, 'Yes, every damn bit of it.' Another day, my sister's baby, David Pierce, you know him, and Muriel, here, got out my best china, and carried it upstairs with tea and cake, and put it under our window where Mrs. Lynn was sitting. The curtain rod fell, and hit Mrs. Lynn on the head. She exclaimed, 'God-a-mighty!! Your mother's china.' Then, another time, Mrs. Lynn was over at the New Westminster exhibition, and they wanted someone to open the Scotch dance, the 'Reel O'Tulloch.' She told me afterwards that she thought the dance very nice. I don't know who she danced with, but she opened the 'Reel O'Tulloch.'"

#### **MOODYVILLE RIFLE RANGE.**

"There was a rifle range at Moodyville afterwards; it was close to Lynn's. Dr. Bell-Irving used to come over rifle shooting, and Mrs. Lynn would give them meals; then, at the end of the season, there would be a big affair, and Mrs. Lynn would provide the eatables."

#### **GENEALOGY.**

"Some people think the Lynn children were half-breeds; they were not; they were Scotch, but all had very dark hair.

"The eldest son, Hugh, was hung. The next son, Tom, cut his throat, a suicide.

"Then came Janet, she has been married three times, and lives in Hastings Townsite. Mary is Mrs. Perry, 1500 block Charles Street, Grandview.



"The youngest is Mrs. Peters, a widow, about sixty now, lives with her daughter on Robson Street; she was always a fine woman; both mother and daughter are fine women; the eldest son was married, went overseas, and died as a result of it."

#### **THE LYNN ESTATE.**

"'Jock' Lynn died intestate; no will; and they could not get his property until Maria was twenty-one; when the Lynns sold the place they were well off; they had a lot of money, and then they were left some money by a relative in Scotland. Maria Lynn, always a fine woman, took her money and entered a convent in New Westminster, and got an education for herself."

#### **"LYNADA."**

"Maria made quite a lot of money; she had property on Howe Street, and she bought a rooming house on Robson Street; she owns it, and, as she got her money through her mother, she calls it 'Lynada Apartments'; I thought it was so nice of her; it is part Lynn, to commemorate her mother's name; pronounce it 'Lyn-ah-da'; no, her mother's name was not Ada; the 'ada' comes from the last part of 'Canada.'"

"But, in the Lynn family, it was 'all for the boys,' and—both of them no good."

#### **MEMORANDUM OF CONVERSATION WITH MR. AND MRS. HERBERT CREELMAN, AT THEIR SUITE NO. 46, 2625 HEMLOCK STREET, FAIRVIEW, VANCOUVER, 25 MAY 1937.**

##### **ANDREW ONDERDONK. M.J. HANEY. C.P.R. CONSTRUCTION.**

Mr. Creelman: "I came west with the first gang, when M.J. Haney commenced in March 1883; the gang had finished in Winnipeg; M.J. Haney was the bridge contractor—he was superintendent—and we came by the Union Pacific. The Northern Pacific and Great Northern were not through then; then we came up from San Francisco by the, I think it was, the 'Geo. W. Elder' to Victoria, then over to New Westminster, and up the Fraser. Yale was headquarters, and there were only three or four locomotives there, and two or three miles of track each side of Yale; Mrs. Creelman was not with me then; she came in 1886; there were a few railroad men with me; all the rest were bridge men, and for about two months I fired on 'Old Curly' (Emory, or No. 2), 'wood burner, two foot lengths.'"

##### **C.P.R. TUNNELS.**

"The end of the track was up past the big tunnel, past Spuzzum. The east end of the tunnel fell in, and there was one engine east of the tunnel; Ed Austin was her engineer and was with her, and, do you know, that engine was on the other side of that tunnel for *seven months*. The track was just a few miles to what we called 'Cariboo Joe's' tunnel, i.e. the first tunnel on the other side of the big one."

"The track on this side" (west) "of Yale was down nearly to Hope—at American Creek—that was all the track—the two lengths, east and west of Yale, was all the track there was west of the mountains, when I came."

##### **EARLY RAILWAY LOCOMOTIVES.**

"When I came first the engines were: Yale (known as No. 1), Emory (known as No. 2 or 'Old Curly'), New Westminster (known as No. 3) and I think another one. Later that year, they got five engines, new Baldwin locomotives, all unloaded at Port Moody."

##### **C.P.R. LOCOMOTIVES. C.P.R. ENGINEERS.**

"I was senior man as locomotive engineer, except Ed Austin, and I said to Mr. Cotterel, superintendent, C.P.R. here the other day, that I was now the senior man connected with the C.P.R. living. Jim Doig is older than I am, but I was here first. About all I know now living who worked for Onderdonk on the construction are W.H." (Billy) "Evans, C.C. Brown, Teddy Hosker, Jim Doig, who was conductor, W.O. Miller, who was train despatcher at Yale, and, of course, Peter Barnhart, who lives in Kamloops; the rest live in Vancouver."

"W.O. Miller started as a telegraph operator at Yale for W.H. Armstrong" (later Armstrong and Morrison, Vancouver.) "Bill Miner was on the Yale, No. 1; Ed Austin had the New Westminster, or No. 3; Charlie Johnson had 'Old Curly'" (No. 2), "and I had the 'Savona,' No. 4."

#### **C.P.R. CONSTRUCTION. PORT HAMMOND. C.P.R. OXEN.**

"The 'Savona,' No. 4, was landed at Port Hammond, and they started laying the track from there both ways. Old Man Heath, an Englishman, he was a machinist in the shops at Yale, and claimed he was a locomotive engineer, but he put the engine in a ditch down at Pitt Meadows, and killed himself. I was on night shift, and it came my turn to be day shift, so they sent me down to get No. 4, and we pulled her out of the ditch, jacked her out with jacks, and" (laughingly) "pulled her into Hammond with two oxen, and before we got her ready for the road, there was another vacancy, and Teddy Hosker, who was firing for me, he got the night shift and I got the day. Hosker came down to the slough at Pitt Meadows; it was deep water; he had a canoe; and he got the body of Mr. Heath, and took it down to New Westminster."

#### **C.P.R. CONSTRUCTION.**

"No. 4 was at Port Hammond, and there was another engine at Port Moody; they worked from both ends, and the track was connected up east of Westminster Junction. I was running the engine at Port Hammond, and Ed Austin was running the one at Port Moody, and the end running west from Hammond, and the end running east from Port Moody, finally were connected up, as I say, east of Westminster Junction.

"All the time they were working at Yale, and finally the track was connected up at Deroche."

#### **HARRISON HOT SPRINGS.**

"A lot of Onderdonk men were lying around at Yale waiting for the C.P.R. to take the line over, so a lot of us went down to Agassiz, and up to Harrison Lake; there was nothing there then but a log shack, and an old cedar log chopped out, hollowed out, for a bath; it was not an old canoe, but a log chopped out to make it hold water for a bath. The water was too hot at first, so what you did was, put some in, and cool it off with a few pails of cold water, and after you had been in a little time you could stand it quite hot." (See Morton or Findley narrative, *Early Vancouver*.)

Mr. Herbert Creelman was born at Colchester, Nova Scotia, 10 March 1858, was brought up a Presbyterian. He married Miss Sarah McMullen of Truro, Nova Scotia (Methodist) at Halifax, and recently celebrated their Golden Wedding in Vancouver.

They have three children: one son, Hugh, who is principal of a school at Esquimalt, and two daughters.

A free mason, raised at Truro Lodge, No. 43, Nova Scotia, in 1881, and afterwards affiliated with Cascade Lodge, Vancouver. Pensioned by the C.P.R. in 1924.

As to his South American experiences—he was away from the C.P.R. for one year—he says, "forget that."

#### **[LETTER FROM A.B. CURTIS.]**

Roselands,  
Comox, V.I.  
8/4/36.

Dear Mr. Matthews:

I must apologize for not answering your letter before. The fact is I can give you very little information regarding the old hospital.

In 1888 my sister succeeded Mrs. Roberts as matron, and I took the position as nurse. There was another nurse, and a male night nurse. I think there was about ten or twelve beds in the then only furnished ward, which was on the main floor. Another upstairs intended for women was really never finished, although very occasionally a woman was nursed there.

The attending physicians were:

Dr. Bell-Irving  
Dr. Johnston  
Dr. LeFevre  
Dr. Robertson

Dr. Langis  
Dr. McGuigan  
Dr. Berkingsale

I think we had all the water we wanted and electric light.

There were three bedrooms upstairs for staff and a small sitting room. The kitchen and storeroom was in the basement, and the cookery done by a chinaman. We had typhoid, surgical cases, also many cases, I might say, beyond description, that were left in a great measure to the nurses by *[the C.P.R. doctors]* who had little time at their disposal—but I would not like any criticism of any doctors to be printed.

I am sorry neither of us have any photos in uniform to send to you.

I am afraid I have told you very little. Thanking you for your letter.

Yo

urs sincerely,

*[signed]* A.B. Curtis *[née Crickmay]*

**MEMO OF CONVERSATION WITH MRS. ESTHER M. CROSFIELD, 4540 MARINE DRIVE, VANCOUVER, 15 AUGUST 1935.**

(She was a candidate for Park Commissioner about 1934.)

**WILD ANIMALS. THE LAST BEAR KILLED IN VANCOUVER, 1909. QUILCHENA. PIGS.**

"I saw the last bear killed in Vancouver taken by our house in a wagon. That was at the corner of 20<sup>th</sup> Avenue and Vine Street; Pete O'Flynn had shot it in the swamp, down below where the Quilchena Golf Course is now. The way I establish the date is that, at the time, we were living in a tent—it was August—alongside the B.C. Electric Railway tracks; Arbutus Street was only a track then. We lived in the tent while they were blowing the stumps on our lot to make room for our home. My daughter is twenty-seven this month, August 1935, and she was about a year old when the bear's dead body was taken by our house in the wagon. Quilchena was then a great big forest.

"The big black bear had been 'after' Pete O'Flynn's pigs, and he shot it in the swamp. If you deduct 26 years from 1935, it must have been August 1909."

**MEMO OF CONVERSATION WITH WILLIAM TIMOTHY CUMMINGS, 23 FEBRUARY 1939.**

Born at Brockton Point, Stanley Park, 1 January 1881, son of James Cummings, a Scotsman, and Lucy, a Bella Coola Indian (Indian name Spuhk-pu-ka-num), Stanley Park squatter, now deceased. Mr. W.T. Cummings and his two sisters still reside in Stanley Park. He called at City Archives. He is active, but has lost sight of one eye, and sight in other is poor. Wears dark glasses.

**STANLEY PARK. LOGGING OFF FOREST.**

Mr. Cummings said: "The first I remember of what is now Stanley Park was a logging camp which got their water from a little stream which runs into the inlet through the old beaver pond, a hundred and fifty yards east of the Causeway entrance to the park, before you come to the yacht club.

"I don't know whose logging camp it was, but they were getting out cedar bolts and such, and had a little boom in the tiny bay."

**PARK ROAD. SQUATTERS.**

"The next thing was the Park Road was made around Stanley Park, and ran right through our house; we had to move our house back to let the road go by. Our house was built of sawn lumber, and axe-hewn lumber, and had some kind of a tile chimney, and we got our water from a hole in the ground, and hauled it up with a bucket and a rope."

### **WATER WELLS. JAMES CUMMINGS.**

"At that time, Father, James Cummings, Mother" (Lucy Cummings), "and three children constituted our family. William, that's me, was the eldest; my sister Agnes, who lives with me now, was the next, and my brother Murphy, the third child, who died in 1898, was born while the Park Road was being built. The other two children, Annie and Margaret, came next.

"Father died in 1897, Mother died in 1918; both buried in Mountain View.

"Neither my sister Agnes nor myself are married; both single; she lives with me in the park. Annie was Mrs. Grant Campbell of Hastings East, and died in 1937, leaving four children, Mona, Olive, James and Elmer Campbell. My sister Margaret is Mrs. Harry Pells, and lives next door to me in Stanley Park on our property. There are no little Pells."

### **SQUATTERS. RUNAWAY SAILORS. EARLY FISHERMEN.**

"Father came from the Island of Ankel" (sic) "or some name like that, in Scotland, as a sailor on one of the windjammers which loaded lumber at Moodyville Sawmill; there was a whole group of sailors deserted the ships. I know four of the deserters were Long, Cole, John Brown, and my father, James Cummings.

"I don't know how they skipped out" (note: see evidence in "Squatter's Eviction Trial," about 1923) "but they squatted in Stanley Park, and started fishing for herrings and all sorts of fish, with drag nets pulled ashore by hand. There was sufficient demand for fish from the ships, mills, and Gastown, so that they could sell their fish.

"Long, Cole and Brown lived and died at Brockton Point, and are buried in Mountain View; I remember the deaths of all three."

### **BROCKTON POINT. EARLY CEMETERIES. LAST BURIAL. NINE O'CLOCK GUN. JOHNNIE BAKER.**

"There was a little graveyard between the Nine O'clock [gun], that's where Johnnie Baker was, and the Brockton Point Lighthouse, and one of the Smith girls" (Peter Smith) "was the last one buried there.

"There were about fifty or one hundred graves along the bank above the beach; the Smith girl was the last one buried, after the road came, and they started clearing the place for picnics. She died of small pox during the epidemic. It was about the time the Victoria boat landed passengers at Brockton Point on account of the small pox scare." (July 1892.)

### **HALLELUJAH POINT. SALVATION ARMY.**

"The Salvation Army used to come over and have picnics. Someone put up quite a large shelter—a roof over tables where they could sit down and picnic—and then the graveyard just vanished. But the graves are still there; the bodies were never removed. Hallelujah Point is where the Nine O'clock gun is; the Salvation Army had their shelter there."

### **JAMES CUMMINGS.**

"Father continued fishing to the end of his days; he fished out in English Bay, and usually sold his fish to Anderson, the fish curer, who used to have a big place at the foot of Abbott Street."

### **LUCY CUMMINGS.**

"Mother was a Bella Coola Indian who came with her parents in one of those big canoes, paddled all the way from Bella Coola, to work in the salmon cannery at Ladner's on the Fraser. Her Indian name was Spukh-pu-ka-num; English name, Lucy. Father met her at the Ladner Cannery and brought her home to Brockton Point. If there was a marriage ceremony, then I never heard of it, but they lived happily together until Father died after eighteen years married life."

### **BIRTH CERTIFICATE. PETER SMITH OF BROCKTON POINT.**

"My birth, of course, was never registered as they do now, but these two sworn declarations, made on the 7<sup>th</sup> October 1918, one by my mother, and the other by Peter Smith, state that I was born at Brockton Point on the first of January, 1881."

Canada, Province of British Columbia

I, Peter Smith, of Brockton Point, Vancouver, B.C., make oath and I say:

1. I have lived at Brockton Point aforesaid 44 years.
2. I am well acquainted with Timothy Cummings, and have known him from the time of his birth.
3. To my knowledge he was born at Brockton Point aforesaid, January 1<sup>st</sup> 1881, and has lived there ever since.

Sworn by me at  
Vancouver, B.C. this seventh  
day of October 1818

Arthur J.B. Mellish                      "Peter                      Smith"  
J.P. for B.C.

Dominion of Canada *[printed]* In the matter of  
Province of British Columbia T      imothy Cummings.

I, Lucy Cummings, of the City of Vancouver, in the province of British Columbia, solemnly declare that:

1. I am the widow of James Cummings, and the mother of Timothy Cummings, of Brockton Point, longshoreman.
2. My son Timothy Cummings was born at Brockton Point on the first day of January 1881, and has lived there with me ever since.
3. And I make this solemn declaration. *[etc. as per printed form]*

Declared before me at Vancouver  
this seventh day of October 1918

J.B. Mellish,                      "LUCY                      her  
J.P. for B.C.                      mark                      X CUMMINGS"

Read and approved by  
Mr. Cummings  
7<sup>th</sup> March 1939

J.S. Matthews.

## **"ARCHIVISTS WORTH THEIR WEIGHT IN GOLD."**

### **SIR ARTHUR CURRIE.**

About April 1932, Gen. Sir Arthur Currie passed through Vancouver on his way from the Orient to eastern Canada, and was, one afternoon about four, informally entertained by a large assemblage of ex-overseas officers who had gathered together to shake hands, chat, and drink a cocktail in the "Oval Room" of the Hotel Vancouver.

Prior to 1899, a large wooden shed served as the first drill hall in Vancouver, and General Currie, as former Corporal Currie of the 1<sup>st</sup> Battalion, 5<sup>th</sup> Regiment, Canadian Garrison Artillery, Victoria, had once entered it on a holiday event when the Victoria battalion had paid a visit to the 2<sup>nd</sup> Battalion in Vancouver. In 1931, the many regiments of Vancouver subscribed together to erect a memorial to mark the site of the old drill shed, and General Currie was invited to unveil the bronze tablet, but being indisposed in health, he declined, so the memorial was taken to the Oval Room for him to see. The shining new bronze tablet, bearing in part the words, "HERE STOOD THE DRILL SHED," was suitably placed upon an easel, and conducted by a group of senior officers. General Currie was escorted across the spacious room to view it; Major Matthews, City Archivist, Vancouver, long known to General Currie as a collector of military relics and records of British Columbia, as well as an old friend of many years, was among them, and had been responsible for the proposal, creation and design of the tablet.

The general stood in front of the tablet for a moment or so, gazing and reading, and then, placing his hand on Major Matthews' shoulder, said with much feeling, "Gentlemen. Men like Matthews here are worth their weight in gold."

He then continued with some reminiscences, etc., etc.

"Men like" an archivist must naturally include all archivists.

Just why Gen. Currie expressed himself thus must forever remain unknown, but it *might* have had something to do with his then recent unfortunate experience when he had to defend himself in the courts against unjust and libellous statements that "he sacrificed his men," and that the records fortunately kept—as all military units have to keep—served in some especially useful way to vindicate his actions in the Great War.

### **MEMO OF CONVERSATION WITH JUDGE J.A. FORIN, AT BANQUET, "OLD GARRISON ARTILLERY ASSOCIATION," HOTEL GEORGIA, 15 FEBRUARY 1936.**

#### **GENERAL SIR ARTHUR W. CURRIE. HIS HONOUR JUDGE J.A. FORIN, VANCOUVER AND NELSON.**

The "O.G.A.A." comprise the surviving members of the first militia units in British Columbia; membership is limited to those who served before 1898. Judge Forin has not had a uniform on for forty or more years. General Currie joined the old regiment in Victoria as a gunner.

Judge Forin to City Archivist, Major J.S. Matthews: "That reminds me. The time that Sir Arthur came through to Nelson" (B.C.) "with the Canadian Chamber of Commerce, we gave them a banquet. I came in late. When Sir Arthur saw me come through the door, he rose and stood to attention, and saluted. It put me in a most embarrassing position; a crowd of gentlemen looking at me the minute I appeared in the doorway. I walked over towards him, and he came to meet me, and shook hands, and, smiling, said, 'I always salute my old officers.'"

City Archivist.

### **MEMORANDUM OF CONVERSATION WITH J.N. DAWZY, 2361 TRINITY STREET, VANCOUVER, B.C., 27 FEBRUARY 1935.**

#### **THE GREAT FIRE: NUMBER OF BUILDINGS LEFT.**

"I arrived in Vancouver on June 14<sup>th</sup>, 1886, about noon the day after the fire, and of course was struck by what I saw, and was impressed; the recollection of it has remained in my mind very clearly.

"There was just five houses standing. There was the old Bridge Hotel on Main Street, or Westminster Avenue, False Creek; a frame building next to it; a little house on the southeast corner of Prior Street occupied by Harry Chase; the Regina Hotel on Water Street near Cambie; and the C.P.R. building opposite David Spencer's store, about where the C.P.R. Depot is now."

(Note: he missed one, a small shack on the edge of False Creek, in the low, wet land—on Pender Street—just at the end of Abbott Street, below the corner of Beatty and Pender streets.)

#### **MRS. ONDERDONK. ANDREW ONDERDONK. PORT HAMMOND. ENGINES, C.P.R. ENGINE NO. 4 "THE LYTTON."**

"I went to work on the building of bridges for the C.P.R. in August 1882, and then from March 1883 worked for him" (Onderdonk) "for three years at Yale, building cars in the car shops, making car repairs; also foreman wrecking car.

"A fine man was Onderdonk; I'll say so" (with emphasis.) "My wife came up in March 1883 to Yale. Mr. Onderdonk and my wife were the only two passengers on the boat from Westminster to Yale. When I went to the Yale shops in March 1883, the superintendent and master mechanic were at Port Hammond unloading engine No. 4, the 'Lytton,' which had come on a big scow from Tacoma, and the foreman of the shop would not put me to work, but sent me to see Mr. Onderdonk at the general office, Yale, a building about sixty feet long. When I gave Mr. Onderdonk my letter from the bridge superintendent, he looked at

me and asked if that was my wife who came up on the boat with him. I said, 'Yes.' He looked at my letter from the superintendent to him, and he wrote across the corner of the letter in red ink, 'start this man to work immediately,' and he never forgot to speak when he came around the shops."

### **CISCO BRIDGE.**

"Mrs. Onderdonk I only spoke to once, on July 4<sup>th</sup> 1884. They gave us a free excursion up to the end of the track; we had flat cars with railings around and board seats. She was aboard and congratulated everybody, and hoped we'd have a nice holiday." (See *Port Moody Gazette*.) "A fairly tall lady, fair complexion and good dresser. The oldest boy was Shirley, about thirteen years old then, and the youngest girl was Eva."

### **DAYLIGHT SAVING.**

The first person in Vancouver to advocate daylight saving was Capt. W. Hart-McHarg, afterwards Col. Hart-McHarg, who was killed in April 1915 whilst commanding the first battalion sent from Vancouver to the Great War; i.e. the 7<sup>th</sup> Battalion, (1<sup>st</sup> B.C.)

I have often discussed it with him whilst going to or fro from the Richmond Rifle Range for Saturday afternoon practices. Capt. McHarg had been to England on the Bisley team, and the daylight saving idea was being discussed, or was actually in operation. Anyway, it interested him; he thought it an excellent idea—as it is—and he advocated it. I recall he addressed some assemblies on his return; I think it was some such organisation as the Women's Canadian Club; anyway, some such body, and it appeared in the newspapers that "Daylight Saving" was the subject of his address.

No one had, seemingly, heard of it, or if they had, or had read of it previously, said nothing about it. He was undoubtedly the first to bring it to public notice, and I remember that, about 1918, after his death, reflecting how interesting it would have been to him to know that it had been adopted by the Provincial Government.

J.S. Matthews,  
25 April 1938.

Note: about 1918 daylight saving was law by Provincial statute.  
In 1921, a City of Vancouver plebiscite rejected it.  
In 1922, a City of Vancouver plebiscite adopted it.  
In 1923, a City of Vancouver plebiscite rejected it.

### **DEADMAN'S ISLAND—ORIGIN OF NAME.**

"The Indians called the island 'Memaloose Siwash Illahie.'"

"Memelous Siwash ill-lee" – Rev. P.C. Parker. "Mameloose Siwash illa-hee" – Thos. P. Wicks. "Mem-a-loose Siwash il-la-hie" – Rev. C.M. Tate.

### **DEAD INDIAN LAND.**

Chinook jargon: "Mem-a-loose," i.e. dead, or die. "Siwash," i.e. Indian. "Il-la-hie," i.e. the earth, land, soil. *Dictionary of Chinook Jargon*, 1914, by Rev. C.M. Tate.

Interpretation: "It means 'Indian graveyard.'" – Qoitchetahl (Andrew Paul.)

### **DEADMAN'S ISLAND AND INDIAN TREE BURIALS.**

"One morning—he told me this—it was April, and he looked across towards what is now Stanley Park, and there was Deadman's Island before him; it looked so beautiful; he was alone; he thought he would like to have it, so he took his boat and went across there. He told me the story one day when we were walking along Stanley Park Driveway in October 1911—shortly before he died—it was a beautiful morning, and when we got near Deadman's Island he told me the story. He went on that he took his boat, went over to Deadman's Island, and tied his boat up, and as he did so, he saw a box in a tree. He said, 'I took my axe and knocked that box down, and opened it up; there was a dead Indian sitting in it, so I skipped over to my boat, and went. I came back in a couple of days, and put the box back; then I went to

see Judge Brew about it at New Westminster. I drew a sketch of the island and handed it to Judge Brew, and Judge Brew looked at it and said, "That's like the ace of spades"—the shape of it. "Now," said Judge Brew, "I'll tell you, Mr. Morton, we had better find out before you do anything further; we had better find out from the chief; evidently the island is the burial ground of the Indians, and they may hold it sacred; so we must not offend them; better find out before we do anything." The Indians called the island "Memaloos siwash illahie." So Morton decided he did not want the island."

From narrative, 15 October 1935, Rev. P.C. Parker, executor, Morton's estate.

#### **DEADMAN'S ISLAND. INDIAN BURIALS. WALTER MOBERLY.**

##### **NOTE ADDED LATER:**

Note, in pencil, from Mrs. Margery Wade, 1035 Cardero Street, 2 April 1955, to Major Matthews: "Mr. Moberly used to tell me about naming Coal Harbour. Where he found coal, and about Deadman's Island, where, as a young man, he cut down a canoe fastened up in a tree, and a body fell out, and he ran for his life, knowing what the Indians would do about molesting their dead."

**Chinalset** (Jim Franks) in *Early Vancouver*, Vol. 2: "Smamchuze: One time little island there; may be two or three crab apple trees on top, where it's dry. Indian put dead man there so wolf not get him."

**Qoitchetahl** (Andrew Paul): "The bodies lay on the bare rock on the top of those little islands just west of Point Atkinson; bare solid rocks. The bodies were simply protected with split cedar slabs, about three inches thick, eight inches wide, and five feet long; held in place by their own weight; no other covering to the remains."

**Thos. P. Wicks**, i.e. "Skookum Tom," pioneer of early 1880s, who speaks Chinook, says, 14 October 1939: "It really should be Memaloos, and illahee; memaloos means 'dead'; illahee is the little house of two slabs over the dead laid on the ground; I suppose it could be interpreted 'Village of the Indian dead'; there was a lot of the little 'houses' or shelters over the dead body, altogether."

**Rev. C.M. Tate**, conversation 1 July 1932, *Early Vancouver*, Vol. 2: "Oh! That was the deadhouse; the Indians all along the coast used them for putting the dead in; some of the deadhouses were quite pretentious."

**Mrs. James Walker**, eldest daughter of Joseph Silvey, "Portuguese Joe, No. 1" of "Gastown," 28 November 1938. As a small child she attended the last potlatch held at Whoi-Whoi (Lumberman's Arch):

#### **INDIAN GRAVES.**

"There was a lot of Indian graves all along the First Narrows. They did not bury their dead; they put them on the ground, with the blankets, and put a shelter over them; just slabs of wood, no floor, two slabs leaning one against the other to cover the body; there was quite a lot of them along where the *Empress of Japan* figurehead is erected now on the First Narrows shore. There was Indian graves all along there. And some of the little houses had windows of glass in them, but that was only the chiefs, or some 'high' Indian, but the others they just laid them on the ground with their blankets and things and put the shelter over them."

In 1884, L.A. Hamilton, C.P.R. civil engineer and land commissioner (Hamilton Street) painted a watercolour of the Indian trail—wide enough for one man to traverse—along the First Narrows shore, and depicted in the trees beside it an Indian above-ground "grave"; short slabs of wood, leaning against each other to form a small peaked shelter over the deceased. See photo No. N. St. 15.

**August Jack Khahtsahlano**, son of Khay-tulk, grandson of Chief Khahtsahlano (Kitsilano), conversation, 15 March 1937: "No cemetery; no graveyard; just come in boat with the deadmans; climb the bank, dig a hole." (He refers to Brockton Point in later days, but, in his Indian speech, converts the English plural deadmen into deadmans, and tells of how his father Khaytulk was buried in a "deadhouse," a small wooden mausoleum, the body lying in a small canoe inside the "deadhouse," at the end of the Pipeline Road, First Narrows.)



From the whole, I deduce that, conversation between Indians and pioneer whites, being carried on largely in Chinook, would include references to the island; that the Squamish referred to it as "memaloos Siwash illahie," "village of the dead houses on the island," and that whitemen would, unconsciously, interpret the expression to mean, "island where the dead are," i.e. "Deadman's Island" or "Dead Indian Land."

Vancouver, B.C.  
31 October 1939.

J.S. Matthews

**EXCERPT, *PROVINCE*, TUESDAY, 11 AUGUST 1936.**

**CAPT. JOHN IRVING.**

Capt. Irving knew Vancouver even before "Gastown" existed, for the famous "Gassy Jack" Deighton, after whom "Gastown" was named worked for him as a Fraser River pilot.

**EXCERPT, *MAINLAND GUARDIAN*, NEW WESTMINSTER, 15 APRIL 1874, VOL. 10, NO. 12.**

Item.

CAPT. DEIGHTON TAKES CHARGE.—Our citizens will join us in congratulating Capt. John Deighton, who is now in full charge of the steamer Onward, and will conduct her in future over the track that he has traversed so often in former days. We have at the same time to bid adieu to Capt. John Irving who goes to take command of the Glenora, and proceed with her to Stickeen River. We are sure that the community without exception, will wish him good fortune and long life. We cannot forget the fact that he has grown up amongst us, and that we feel as if we were parting with a member of the family. We sincerely trust that his new venture will realize his most sanguine expectations, and that she may acquit herself as the "Onward" has always done.

**EXCERPT, *MAINLAND GUARDIAN*, NEW WESTMINSTER, 15 APRIL 1874, VOL. 10, NO. 12.**

Advertisement.

DEIGHTON'S HOTEL  
Granville.

This newly constructed and commodious Hotel, is situated close to Hastings Sawmills, on Burrard Inlet.

The establishment is replete with all the comforts of a home. The furniture and everything connected with the fittings are new. The large and comfortable parlors, single and double bedrooms, extensive dining-rooms are furnished in every respect with care, and are under the experienced management of Mrs. Thos. Deighton.

Granville is in daily communication with New Westminster by Steamer and Stages. For Invalids or Sportsmen, no better location can be found in the Province, and the charges will be found to suit the times.

JOHN DEIGHTON,  
Proprietor.

**EXCERPT, *MAINLAND GUARDIAN*, 9 JUNE 1875.**

DEATH OF J. DEIGHTON

We have to record the passing away of another of our pioneers. Death has been busy with us lately, and he spares none, young or old, he does his fell work without respect to age or station.

Captain Deighton was an original in his way, and his name became almost a household word with most of our citizens. Although uncouth occasionally in his language, he possessed a

good heart, and was never niggardly with his gifts when he had an object for his generosity. An Englishman by birth, he had a good deal of that bluff humor so common with his countrymen, and which rendered him famous in this district; had fortune favored him in his early years with a good education he would have been, we doubt not, a valuable and useful citizen. As it was, though restricted in his means of action he filled his position with credit. Captain Deighton was about 45 years of age when he died. He was a native of Hull, England, and followed the sea in his early years. He came to California in 1849, and mined for a number of years. When the gold fever broke out in this country, he came up here in 1858 and was for a time in the revenue service in connection with Captain Kirk.

He afterwards engaged with Captain Moore, and sailed in the *Henrietta* before and after she became a steamer. He subsequently was captain of the *Flying Dutchman* steamer, and at various times was Captain and Pilot on the river boats. He was the first, and the best pilot on the Fraser.

For some years he had been a licensed victualler at Burrard Inlet, and erected the building now known as Deighton's hotel, where he was celebrated for his good table and his warm hospitality. Although opposed to many of his neighbors in politics, he always held his own in argument, and was looked upon as a sort of authority in such matters.

With all his "brusquerie," he was really a very affectionate and dutiful son. When he spoke of his private affairs, his mother, who still lives in England, always held the chief place.

He has a brother in Victoria who resided with him for a short time at the Inlet, and sisters who are residing at his native place, Hull.

He will leave a good round sum for his relatives, but as far as we have been able to ascertain, he died intestate. It is said he made a will, but no clue can be obtained to its whereabouts. He was unmarried.

#### **EXCERPT, *MAINLAND GUARDIAN*, 12 JUNE 1875 (SATURDAY).**

We omitted to mention in our obituary of Mr. Deighton that the Rev. Mr. Turner held a service which was numerously attended, at Deighton's Hotel on Sunday evening last. The remains of Mr. Deighton were then brought to this city, and a great number of our citizens followed them to the Masonic cemetery, where interment took place, Mr. Turner officiating at the grave.

It appears that a will had been executed by the deceased, who appointed Messrs. E. Walsh and I. Johns his executors. The whole of his real and personal estate is devised to an illegitimate son, now about four years of age.

This little half-Indian son of "Gassy Jack" was, according to Mrs. Alice Crakanthorp, pioneer of 1873, "such a dear little fellow, and we called him 'The Earl of Granville.'"

#### **FOWLS AND THEIR EGGS.**

Excerpt, "Vancouver in the Days of Yore."

A clipping pasted in the rough folder given me by Mrs. Dr. H.A. Christie, which belonged to Joseph Mannion, whose daughter she is. The clipping is marked "Jan 6<sup>th</sup> 1912," "BY OLD TIMER," "Joe Mannion." It reads as though written by (Alderman) Joseph Mannion of Granville and Vancouver. If printed "Jan 6<sup>th</sup> 1912" it will probably be found in the *Province*, though it might be in the *World*.

Jack [*Deighton*, "*Gassy Jack*"] landed at his destination [*unnamed Gastown*] early in the afternoon in a light drizzle, with his family, consisting of his leman, her mother, her cousin, her big Indian who was the motive power, and on whom Jack often cast green-eyed looks, a yellow dog, two chickens, two weak-backed chairs and a barrel of whisky completed the outfit, [*etc., etc.*]

**MEMORANDUM OF CONVERSATION WITH HARRY T. DEVINE, EARLY PHOTOGRAPHER AND PIONEER OF "BEFORE THE FIRE," DIRECTOR, VANCOUVER GENERAL HOSPITAL, ETC., 11 MARCH 1936.**

**KEEFER'S HALL. ST. JAMES CHURCH. HOLY ROSARY CHURCH.**

City Archivist: Where was Keefer's Hall, Mr. Devine?

Mr. Devine: "Keefer's Hall was on Alexander Street, facing the inlet about exactly opposite—within one hundred feet—of the point where the English Bay branch line of the C.P.R. turned off from the main line." (See plan or map of Vancouver, 1889, Dakin Publishing Co., page 11—photographic copy—Block 3, Lot No. 34, and marked "Water Works Offices, Lodge Room.")

**WATER WORKS. ORANGE LODGE. ST. JAMES CHURCH, 1886.**

"The Water Works office—Keefer was mixed up in the Water Works—was where Joseph W. McFarland, first secretary of the water works, who worked for Keefer, had his office. Keefer had had the contract for construction of C.P.R. from Port Moody. After the fire, June 1886, St. James held their services in Keefer's Hall; I know, my sister and I used to teach Sunday School in the hall upstairs, and St. James used it for services until they built their church on Gore Avenue; that was in the fall of 1886."

**ROMAN CATHOLICS. HOLY ROSARY CHURCH. FIRST MASS.**

"I don't know if the Roman Catholics held their services there or not. You say they did; well, I don't know. You see most of those now living who belonged to St. James Church at that time are now members of Christ Church, which broke away from St. James—I was one of them—and they do not know what happened down at St. James afterwards as they were looking after their own affairs at Christ Church."

**FATHER FAY, THE MERRY PRIEST.**

"During 1887, I am certain, and until St. James built their Gore Avenue church, Keefer's Hall was occupied by St. James Church, but, you see, there was a very good feeling between St. James and Father Fay of the Roman Catholics; they used to help him out with his bazaars and other things: used to help his funds, and it is quite likely that he used the Hall."

"But, except for organisation meetings of the Roman Catholics, I do not think they could have used it long; perhaps a month or so. You see, early in 1887, perhaps the fall of 1886, they bought the present Holy Rosary property on Richards Street."

**GRANITE QUARRIES. SPRATT'S ARK. FIRST STONE POST OFFICE.**

"At that time Keefer was operating the granite quarries" (see Bailey photos) "and they bought the great big old scow 'Spratt's Ark,' the famous old fishing cannery" (see W.R. Lord) "and were using it to transport stone from the granite quarries to build the new Post Office at the corner of Pender and Granville" (southwest.)

**KEEFER'S HALL.**

Note: in addition to Dakin's map ground plan, there are at least three panorama photos (waterfront) which show Keefer's Hall.

**MEMO OF CONVERSATION WITH MR. B.F. DICKENS, 3582 WEST 14<sup>TH</sup> AVENUE, WHO VERY KINDLY CALLED AT THE CITY ARCHIVES FOR A CHAT, 24 JUNE 1937.**

**INDIAN RIVER PARK. WIGWAM INN.**

Mr. Dickens said: "I was the original owner and promoter of Indian River Park and Wigwam Inn. We had four properties up there at Indian River, at first D.L. 819 and 820; afterwards we acquired two more district lots, I think D.L. 1461 and 1436; D.L. 819 and 820 were the original ones. A registered townsite plan deposited with the Land Registry, but the plan was afterwards cancelled by the present owner, Edward J. Young, No. 1 Main Street, Madison, Wisconsin, a millionaire lumberman who has interests from here to Alaska. The property now extends from about Croker Island to a quarter of a mile up the Indian River."

#### **VANCOUVER DAILY PROVINCE. L.D. TAYLOR.**

"I came here in 1898 from Belleville, Ontario, and was the first advertising manager of the *Daily Province*, May 1898. The *Province* had started publication in Vancouver March 26<sup>th</sup> that year. Soon after Louis D. Taylor joined the staff, and controlled the circulation. I stayed on the *Province* for a year, and used to make up ads for well-known firms, such as Johnson and Kerfoot, and clothiers on Cordova Street, and McLennan & McFeely, the hardware firm. Then I decided to start an advertising firm on my own, and got myself an office in the newly erected Flack Block, Cambie and Hastings streets; in addition to my publicity on newspapers, I started a sign writing business, and carried on with that for four or five years."

#### **THE WORLD.**

"Then Louis D. Taylor and myself bought the *World* newspaper from the estate of J.C. McLagan; I was the only one, I think, who put up any real money. Victor W. Odlum" (Brigadier-General) "was the alleged secretary of the company, but he was the biggest 'false alarm' I ever met; a very much over-rated man. I was advertising manager and vice president, and with some unusual publicity and initiative on the part of 'L.D.'" (Taylor) "we had the *Province* on the run."

#### **ONE HUNDRED THOUSAND CLUB. PROGRESSIVE CLUB. VANCOUVER TOURIST ASSOCIATION. ALVO VON ALVENSLEBEN.**

"Well, while I was on the *World*, I read an article on a '100,000 Club,' about 1910; perhaps 1907 or 1908. I did not originate the slogan '100,000 men in 1910'" (in Vancouver), "but I did get the '100,000 club' started. We rented the O'Brien Hall next door on Homer Street, and called a public meeting; the hall was jammed with business men. There was difficulty in getting the meeting started, so Ed. Norcross, city editor of the *World* was there and I asked him to take the chair, but he demurred, and in the delay I heard a loud voice with a foreign accent shout out from the back of the hall that he moved that a chairman be elected. It was Alvo von Alvensleben, and the meeting started off with a bang. I think we called it the '100,000 Club,' afterwards it became the Progressive Club so very active at one time, and then the Vancouver Tourist Association, later changed to the Vancouver Publicity Bureau, and now back to its old name Tourist Association. That was the first time I met Alvensleben."

#### **WORLD. FRANK HART.**

"I sold my interest in the *World*, and joined the Royal Business Exchange as advertising manager and vice president, and during that time I met a man, John Bain, and he and I bought some property on 18<sup>th</sup> Street, North Vancouver, and on the way over to see the property, he told me he had a piece of property to sell at Indian River, but that he was not the sort of man to push and promote it. I was quite interested and said, 'I'll buy it myself,' and did so, without even seeing it. That is now Indian River Park. I gave him the check right there; got an interim receipt, and he drew from his pocket an old paper with a drawing on it; and old drawing which looked like one of these charts showing how to find lost treasure that you read about [in] the magazines. It was of the location of a mineral spring near the mouth of the river. There was an old timer here, Frank Hart, got up early about three one morning and went over when the tide was out to see the spring. We had an analysis made of the water by Thos. H. Price and son, of San Francisco, and afterwards I had another analysis made by Dr. Underhill, medical health officer of Vancouver; both agreed; both stated that it was good water for bathing and internal use; internal and external, for chronic affections of the skin."

#### **INDIAN RIVER PARK. WIGWAM INN.**

"Three months after I bought the property I was impressed with it as a possible summer resort, and engaged Col. Tracey" (the city engineer) "to survey it into lots for a townsite called 'Indian River Park.' I gave the various streets Indian names, North American Indian names such as Hia-watha, etc.; that's how 'Wigwam Inn' came about; then we took the plan to be registered, but Col. T.O. Townley, the land registrar, at first demurred because the streets were not in all cases 66 feet wide; some of them were only 20 feet. But he considered the matter, considered that some of it was mountainside, and finally registered the plan."

"I got busy and landscaped it myself; did all the designing, everything up there is my work; I had twenty or forty men working. I had not enough money to carry on, so Alvo von Alvensleben bought a half interest and supplied the money, and took most of the kudos; it was Alvensleben this and Alvensleben that, but I

did the work. We sold a few lots, too. I made a design for the hotel; I got Fred Townley, the architect for the new City Hall just built; he was apprenticed then to Sholto Smith, architect, in Vancouver, and just a boy, to improve on my sketch, and the 'Wigwam Inn' resulted. Alvensleben was getting all the credit and advertising, but I did not care; I drew a nice salary."

#### **HON. H.H. STEVENS, M.P.**

"In Indian River Park we had sold a few lots, but we bought the lots back, and the townsite reverted into one big property. I also got the foreshore lease, and started a gravel pit, the government taking 10¢ royalty, and we took 10¢ royalty from those whom were operating it for us, but the lease was cancelled, cancelled by Harry Stevens, then member of parliament. What the reason was I have never found out to this day.

"One day I got a telephone message from the Harbour Commission Office—Carter-Cotton was chairman at the time—that they were going up to Indian River in the Harbour launch, and would like to have me come along. I bought cigars and cigarettes, etc., to hold my end up on the trip. A cottage had been built up there for my wife and children, and when we got there my wife prepared a nice lunch for the harbourmaster's party, and after it was over they said, 'Let's go out and look around and see what's what.' They asked me to point out the boundaries of my foreshore lease, so I showed them my stakes, and then, what do you suppose they did. They handed me a cancellation of my lease. They cancelled a gravel lease for no apparent reason; the books were all in order; they got their royalties each month exactly the same as we did; they were getting one hundred dollars a month in royalties; that is, the government was; and from that day to this the gravel pit has laid untouched. I have always assumed that Harry Stevens, who was mixed up in some proposal to get sand from Spanish Banks, and was a member of parliament, had a deal to do with the cancellation of that lease.

"Finally, Alvensleben and I separated our interests. The hotel license had to be in my name, and I did not like that; my dear old mother would have turned in her grave if she had known I had a license to sell liquors. So I took the townsite and he took the rest, that is, I took the registered townsite only, being part of D.L. 819 and 820. Afterwards I got in touch with Edward J. Young of Madison, Wisconsin, and sold my interest, lock, stock and barrel—about 1917."

#### **HARBOUR NAVIGATION CO.**

"The Inn never paid. Young is also interested in the Harbour Navigation Co., and, between the two, it probably does pay, but Indian River is more a toy with him than anything. You see, motor cars came in; and the first flash of interest in Indian River was worn off, and the C.P.R. and Union Steamships started other picnic grounds. But it really looks beautiful now that the trees have grown. Young has an interest in three lakes to the north, one of them named after him; there has been talk of getting electrical power from them, but nothing has come of it as yet."

#### **B.C. MOUNTAINEERING CLUB. VANCOUVER MOUNTAINEERING CLUB. J.J. TROREY.**

"It was J.J. Trorey, the little fellow, brother to Geo. E. Trorey of Henry Birks & Co. afterwards, who formed the original Vancouver Mountaineering Club, now the B.C. Mountaineering Club."

#### **MOUNT DICKENS. CATHEDRAL CANYON. FALLS OF THE SPRAY OF PEARLS.**

"Thirty or forty strong of them came up to Indian River one day. I provided a Union Jack and a bottle of champagne, and away they started, and climbed the mountain at the back from the ridge to the north; they were away from noon to dark; had fastened the flag to a pole on the top, and christened the mountain Mount Dickens, but had not found a drop of water, and were exhausted with thirst, and had drunk all the champagne except a few drops they sprinkled on the ground when the christening ceremony was on. Somehow, they missed by one hundred yards a torrent of water in the creek nearby; said they did not see it. Jack McConnell" (J.P. McConnell, editor of the *Saturday Sunset*) "named the falls 'Falls of the Spray of Pearls' because the water comes over like a spray of pearls; up in the Cathedral Canyon. I named it Cathedral Canyon; it looked like an old cathedral; it is a wonderful canyon."

#### **GENEALOGY.**

"I was born on November 30<sup>th</sup> 1860, so that I am 77, at Belleville, Ontario. My parents were William and Hannah C., née Vandervort. On the 5<sup>th</sup> September 1883, I married Miss Ida Emma Ashton" (Anglican

Church) "at Napanee, Ontario. We have been married fifty-four years now. We had four children, Arthur, the first, who died in infancy; Charles, who is with Dale & Co. of this city, has four children; Irene is Mrs. Robert C. Moody of Eugene, Oregon; and Florence is Mrs. W.G. Easterbrook of Eburne; we have ten grandchildren altogether."

Note by City Archivist: The inability of John McConnell's party to find water is not unaccountable. He was a brilliant journalist, and a splendid companion, and he would have considered it a waste of good "ammunition." The recollections of many yachting trips with him tells me so. J.S.M.

Correction: Jack McConnell was not with the thirsty party. Sorry. J.S.M.

In a letter written 28 June 1937, Mr. Dickens approves, in the main, of the above, but objects to it being in the first person as too egotistical, but adds, "I am amazed that you were able to put our disconnected chat into such good form considering the hurried notes."

J.S.M.

He also sends more regarding formation of "Progress Club."

## **28 JUNE 1937 – (COPY OF WRITING ON PIECE OF CARDBOARD BY MR. DICKENS.)**

**(VANCOUVER) PROGRESS CLUB. PROGRESS CLUB. VANCOUVER PUBLICITY BUREAU. VANCOUVER TOURIST ASSOCIATION. "100,000 MEN IN 1910." HUNDRED THOUSAND CLUB.**

Mr. Dickens writes:

Vancouver at that time had a population of perhaps 50,000 or 65,000, so Mr. D— thought it a proper time to introduce a proposition for Vancouver similar to one being sponsored by Dallas, Texas, called the "HUNDRED THOUSAND CLUB" to boost Dallas population to one hundred thousand by 1910, so the "World" [newspaper] leased the old O'Brien Hall on Homer and Hastings Street, and through some appropriate publicity in the "World's" columns, succeeded in packing the hall with an interested body of business and professional and labor men wanting to know what it was all about.

There was a little difficulty in getting the meeting started, no one seeming to know just how to get organised.

### **ALVO VON ALVENSLEBEN.**

At this stage a loud voice called out from the back of the hall and moved that a chairman be elected. It was the voice of Alvo von Alvensleben, who afterwards became a very active businessman in Vancouver. Soon a chairman, a secretary, and other officials were appointed and the meeting started off with a bang.

The object of calling the meeting was explained, which met with an enthusiastic reception. The object was to build Vancouver up to 100,000 population in 1910; the slogan, "IN NINETEEN HUNDRED AND TEN VANCOUVER THEN WILL HAVE ONE HUNDRED THOUSAND MEN" was adopted.

The "100,000 Club" made good, Vancouver had 100,000 and more by 1910. The 100,000 club campaign had the best form of community spirit ever shown in the city either before or since 1910.

The campaign was concluded with the best commercial parade ever seen here, and is remembered by all old timers with a feeling of pride.

### **PROGRESS CLUB.**

The 100,000 club was the germ from which sprung the "Progress Club," the Vancouver Tourist Assn., and the Vancouver Publicity Bureau.

Note by JSM: The slogan commonly used was "100,000 men in 1910."

**[LETTER FROM GEO. DITCHAM.]**

1090 Victoria Avenue,  
Oak Bay,  
Victoria, B.C.,  
Dec. 2, 1936.

J.S. Matthews Esq.,  
Vancouver City Archivist.

Dear Sir.

In reply to your favour of 28<sup>th</sup> ult. in re Methodist Church building at old Granville, I regret that I am unable to give you information required.

I do not remember any Methodist building in 1880—the ministers Bryant and his successor Thompson, I do remember—Turner was up in the Nicola Valley 1876 when I went through to Kamloops.

The Sullivans, coloured, were Methodists in Granville. Arthur was organist at St. James, Milligan lived at Moodyville.

It runs in my mind that Methodists held services in the school at Hastings Mill.

Yours very truly,

Geo. Ditcham

**MEMO OF CONVERSATION WITH MR. AND MRS. JACOB DORMAN, OF SNUG COVE, BOWEN ISLAND, WHO CALLED AT THE CITY ARCHIVES, 11 FEBRUARY 1937.**

Mr. Dorman, despite his age, is very active, hair steel grey, ruddy complexion; Mrs. Dorman, much shorter, very demure and quite, with a charmingly faint smile, and twinkle in her eyes.

Mr. Dorman said: "I served with Lord Roberts's army on his march to Khandahar; I was not actually at Khandahar; was in the Indian army four years; then in 1882 I married Miss Sarah Adams in London, England, and we have been married fifty-five years and have twenty-four grandchildren and one great-grandchild. Then, in the Great War, I managed to squeeze in despite my age and eyesight, but it was quite a task dodging the doctors; I got by through subterfuge; learnt the letters of the eye test off by heart, but got them wrong, and got caught, but a sergeant passed me without the officer's knowledge, and I served with the Engineers. Was at Vernon camp first; then enlisted for overseas at Vancouver.

"I went to Yale, B.C., from Carlton Place, Ontario, and came on to 'Yaletown,' Vancouver to again work for the Canadian Pacific Railway in March 1887 when the machine shops at Yale burned down; we came through Port Moody, and down the inlet on the *Princess Louise*."

**ARRIVAL FIRST TRAIN VANCOUVER, 23 MAY 1887.**

"I was working at the machine shop and roundhouse down on Drake Street—the first machine shop which I will give you a photo of; here it is; you will see me in it" (in the light coloured overalls, with arms folded, beside man in white overalls seated on ground.) "This photo is of the entire machine shop crew in 1888 or 1889; it was taken by C.S. Bailey; you can tell the date from that. All the bosses went to see the first train come in." (Photo N. Can. 23.)

**FIRST ELECTRIC LIGHT, VANCOUVER.**

"The first electric light plant in Vancouver was down on Abbott Street between Pender and Hastings; they were having trouble down there, so Lacey R. Johnson, master mechanic of the C.P.R., asked me to go down there and take charge.

"Our children now living are:

1. Robert, in the *Sun* office, Vancouver. Born in England, 12 December 1884.

2. Ellen, widow, Mrs. Ellen Armstrong.
3. William, born in Vancouver, 6 October 1888.
4. Alfred, born in Vancouver.
5. George, now in Nanaimo.
6. Grace, Mrs. John Taylor.
7. Ernest, now on Bowen Island.
8. Percy Charles, now in Vancouver, [born] about 1909.

**MEMO OF CONVERSATION WITH MRS. C.R. DRANEY (DAUGHTER [OF] ANGUS C. FRASER OF JERICHO AND GASTOWN), 2570 HEMLOCK STREET, 22 APRIL 1936.**

**JERICHO. DR. J.M. LEFEVRE. ANGUS C. FRASER.**

City Archivist: Mrs. Dr. Lefevre has asked me to tea at four o'clock today.

Mrs. Draney: "Oh, how I remember her when I was a little girl. We were living at Jericho then and I broke my arm, and Father" (Angus C. Fraser) "went up to Vancouver and brought Dr. Lefevre back to Jericho in a canoe. Then afterwards, when Dr. and Mrs. Lefevre lived in their little cottage on Hastings Street" (north side, between Granville and Seymour, see photo No. Str. 100, and 128) "before they built their house where the General Post Office is now, Mrs. Lefevre—when the doctor was away—used to massage my arm for me. I wonder if she remembers it?"

According to Mrs. W.E. Draney, 3263 West 2<sup>nd</sup> Avenue, daughter of Mrs. Duncan R. Reid, first lady school trustee of Vancouver, her eldest brother, eldest child of Mrs. Reid, was born in Vancouver on 31 July 1886, just six weeks after the great fire in which she (Mrs. Draney) was scorched about the head (see Mrs. Reid account in *Early Vancouver*, Vol. 2) and he was born in their little house on Pender Street (West), now about the site of the C.P.R. Freight office.

Mrs. Reid claimed, before her death, that he was the first child born in Vancouver, but this has subsequently proved not to be correct, for the first child was one of the Macey family, a son, still living (1937) in Vancouver.

The name of the son born July 31<sup>st</sup> is Campbell Draney.

Mrs. Draney's younger brother was born Christmas day, 1892.

J.S. Matthews.

**FIRST CHILD BORN IN VANCOUVER.**

Memo of conversation with Mrs. William E. Draney, 3263 West 2<sup>nd</sup> Avenue, Kitsilano, Vancouver, over the phone, 4 May 1937.

City Archivist (Major Matthews): Mrs. Draney, I have just been down to the City Solicitor's office, and have made a sworn affidavit that your Mother told me that your brother, Alexander Campbell Reid, was the first child born in Vancouver; she could not have known at that time about the Macey boy; nor did I know.

Mrs. Draney: "Well, they did not register births in those days. Mother always said that the McNeill girl was the first child born in Vancouver. I have heard Mother and Mrs. Cordiner talking about it, and Mother was saying it was a pity the City Council honoured the wrong person when they gave Miss Jackson the address and silver service. But I don't think Miss Jackson knew she was not the first; they did not register births in those days."

**ALEX MCNEILL DAUGHTER, BORN VANCOUVER, 28 APRIL 1886, REPUTED FIRST BIRTH IN VANCOUVER.**

Note by City Archivist: A clipping, taken from some Vancouver newspaper a good many years ago, presumably the *Province* magazine section, states that the *Vancouver Weekly Herald* of 30 April 1886 records that the first birth in Vancouver was a daughter of Mr. and Mrs. Alex McNeill, which child was born in 28 April 1886, "two days after Vancouver's first mayor and Council were nominated." The item



states that the family lived on Richards Street, but that their present whereabouts is unknown. A copy of the newspaper cannot be found.

Mrs. Draney is the president, 1937, of the Women's Auxiliary, Vancouver Pioneers Association, and is a daughter of the late Mrs. Duncan R. Reid, first woman school trustee in Vancouver. Both mother and daughter suffered in the Great Fire of June 1886 (see *Early Vancouver*, Vol. 2.) Mrs. Reid died June 1933, aged 85 years, at the residence of Mrs. Draney (see Duncan R. Reid file.)

The *second* birth was Frederick Charles Macey, born 31 May 1886.

The *third* birth was Alexander Campbell Reid, born 31 July 1886.

The *fourth* birth was Edith Jackson, born 1 August 1886.

(It was the fourth child the Council honoured in 1907.)

J.S. Matthews  
City Archivist  
6 May 1937

## **MEMO OF CONVERSATION WITH MR. T.A. DUTTON OF THE PURCHASING DEPARTMENT, CITY HALL, 19 MARCH 1937.**

### **SALMON, KITSILANO.**

Mr. Dutton said: "In the spring of 1905, I was living at the corner of First Avenue and Vine Street, Kitsilano. One day I wandered up to the corner of Eighth Avenue and Yew Street, and caught a salmon with my hands in the creek or ditch beside the rough road; the land was very swampy, a sort of tea swamp then."

Note: also see Moore, *Early Vancouver*, Vol. 3, who records that he caught salmon in the creek on 12<sup>th</sup> Avenue, Mount Pleasant, and also there is an account, I think by Wm. Hunt, in one of the volumes of *Early Vancouver*, which records that about 1893 or 1894 he caught, or saw, numbers of salmon swimming in the pool at the corner of Cedar and Third Avenue. Trout were caught as recently as 1910 or 1913 in the neighbourhood of Henry Hudson School. JSM.

### **LOGGING, KITSILANO.**

"Logging was going on in Kitsilano in those days; they were dumping logs into English Bay near the English Bay cannery, at the foot of about Waterloo Street. The stables were at the foot of Dunbar Hill." (Note: see Crickmay camp photos.)

### **STREET CARS, KITSILANO.**

"One Sunday I walked to divine service at Christ Church; we walked along the C.P.R. track, and across the C.P.R. trestle bridge; the whole of the track for a mile was at that time occupied by empty box cars, stored there for the winter of 1904-5 and spring of 1905; there was no storage space for box cars in the False Creek yards; the yards had not been filled in.

"Coming home from Christ Church I walked for a mile along the top of the box cars stored on the single track from the bridge to the beach; it was easier to walk on the board walk along the top of the cars than to walk in the ditch beside the track."

J.S.M.

**[LETTER FROM H.L. EDMONDS.]**

WHITESIDE, EDMONDS & SELKIRK  
Barristers & Solicitors

Suite 217 Westminster Trust Bldg.,  
New Westminster, B.C.  
November 22, 1934.

J.S. Matthews, Esq.,  
City Archivist,  
Room 1016,  
Temporary City Hall,  
16 Hastings Street East,  
Vancouver, B.C.

Dear Sir:

Replying to yours of November 22<sup>nd</sup> with reference Fairview and Mount Pleasant, I beg to advise that I have no knowledge of how those names were arrived at. Many years ago my father, the late Henry V. Edmonds, owned an undivided one-half interest in Lot 200A. This was subdivided into lots and each side selected certain lots. I believe the late Dr. J.W. Powell of Victoria was one of those interested in the other undivided one-half interest of that lot. In addition to that my father owned the whole of Lot 301 and he subdivided that and named the streets. I cannot recall the names of any of them, except the one you mention "Sophia" which was named after a cousin of mine, still living in London, England. If I had a map and could see the names I could probably tell you more, but all my records, including maps of Lot 301, were destroyed in the fire here in 1898.

Sometime when I am in the Land Registry Office in Vancouver I will try to remember to look up the old subdivision map and after so doing, if there is any further information I can give you I will be very glad indeed to do so.

In addition to the site my father gave for the Mount Pleasant School he gave a site for the Anglican Church, which Church was named St. Michaels by my mother, who had been requested by the committee to select the name.

Yours very truly,

*[signed]* H.L. Edmonds.

**MEMO OF CONVERSATION WITH MR. WILLIAM EDWARDS, OF 2576 OXFORD STREET, WHO, ACCOMPANIED BY HIS DAUGHTER, MRS. FRANCES BLAIR, CALLED AT THE CITY ARCHIVES FOR A CHAT, 2 FEBRUARY 1939.**

**CHAIN GANG. LEG IRONS. TOM CYRS.**

Major Matthews: Mr. Edwards. You wrote on the "Historical" page of your genealogy sheet that the first man arrested in Vancouver was tied to a tree. Who was he; how was it done?

Mr. Edwards: "Tom Cyrs, of the Granville Hotel. And the tree was what remained of the old Maple Tree after the fire; I arrived two days after the fire. They tied him to a chair at first, but he kicked over the chair; then they chained him to the tree; it was on the opposite side of Carrall Street to the tent they used for a City Hall. The old tree had been badly damaged in the fire. Which reminds me of a thing which would look very queer now. I have seen Tom Cyrs walking up the middle of Water Street with a buggy whip over his shoulder, and a horse, just a loose horse—no head rope or anything—following him. I have seen Mrs. Keefer do the same thing on Cordova Street; whip in her hand, and a horse following like a dog; they said she was a cousin to Jesse James."

### **RIVER ROAD. MARINE DRIVE.**

Major Matthews: You have also written that you were the first to drive out to Eburne (now Marpole) on the old skid road; what does that mean?

Mr. Edwards: "If you drove out North Arm Road, now Fraser Avenue, and turned west, there was a skid road leading down to Eburne's; in one place there was a tree across the trail; I unhitched the horse, and lifted the buggy over." (Note: he's mistaken, because on 14 June 1886, Mr. Fitzgerald McCleery drove in with eggs to the burned city.)

### **LOGGING OFF THE FOREST. JOHN LOVAT. DOUGLAS PARK. FAIRVIEW.**

"There was a skid road ran up the hill there" (looking out of the City Hall window.) "It left from the corner of Ninth Avenue" (Broadway) "and Ash Street, and came out at the other end of Heather Street. The only house up there was Lovat's; he had a milk ranch; twelve or fifteen cows; grazed them out in the old pasture there; it's now Douglas Park."

Major Matthews: It used to be an elk pasture; after that Jerry Rogers pastured his logging oxen there on Sundays; his camp was there.

Mr. Edwards: "The last time I saw Lovat he had a tent up right at the entrance to his place; it's a street now; there was no street then. He was about eighty-five; he had his daughter with him; he had been a Cariboo miner; went back into the Cariboo again when he was eighty; then he came back and lived in the tent."

### **LOGGING OFF THE FOREST. WEST END. BEACH AVENUE.**

"I helped to log off the forest at the west end of the 'West End'; we had our camp at what is now about the corner of Chilco and Nelson streets; it was the Brighthouse property; some of the logs we put in Coal Harbour, and some in English Bay; it depended upon the slope of the land; some went to Moodyville Sawmill. Our supplies came out to the camp by express wagon, and by Beach Avenue; it was the only street opened in the west end of the city."

### **HASTINGS SCHOOL. S.S. YOSEMITE. HASTINGS MILL WHARF.**

"I got here two days after the fire; came up from Victoria on the old *Yosemite*, and got off at the store wharf at the Hastings Mill; it was the only wharf we could get off at then, and school was close by. I counted the children coming out of school; there were twenty-one."

### **WINNIPEG, MANITOBA.**

"I came to Vancouver then because I wanted to see the fire. I was teaming in Victoria; drove a cart for the transfer company there. I got to Victoria by boat from Portland; came by train from Winnipeg; had worked on the construction of the C.P.R.; left there about 1883; that was the time of the flood; the big real estate boom was in 1882."

### **HORSE RACES. ALEXANDER STREET. HOWE STREET.**

"The first horse races in Vancouver was on Alexander Street; that would be in 1887; they raced on Alexander Street for a couple of years until they opened Howe Street. The only horse I can remember racing on Alexander Street was a horse called Coquitlam" (probably owned by George Black); "but there was about eight horse racing; distance about half a mile of dirt road of the worst kind; then would run from about Gore Avenue eastwards; the crowd did not turn out very well; perhaps 300 people watched."

"Then they used Howe Street; it was the first street west of Granville Street opened up; and the same horses would race there; a bunch of the same seven or eight horses; race on Howe Street from Georgia to Helmcken Street; wild cayuses."

### **THE FIRST CIRCUS. R.H. ALEXANDER'S RESIDENCE.**

"The first circus in Vancouver was quite a big circus. I don't know the name, but Barnum, or something. There was a triangle on the corner of Alexander and Gore Avenue; it was the property next to R.H. Alexander's house, a sort of clear space there; maybe it was an old pasture or something. But it was quite a good show."

### **FIRST STREET CARS.**

"I rode on the first street car. Rode from the corner of Powell and Westminster Avenue to Drake Street and back again; five cent fare; Carmichael conductor; he kept the first five cent fare, and had it on his watch chain."

### **DOMINION DAY, 1887.**

"The celebration on Dominion Day, 1887, was on Water Street; Water Street; Abbott Street, and about there, and Carrall. Water Street was built on piles, and a planked over roadway; at least in front of Tom Cyrs' Granville Hotel, and Von Valkenburg's butcher shop was planked and on piles, and Marshall's barn alongside of it on piles. We had a parade, and a tug of war, right on Water and Abbott and Cordova and Carrall; it was the only place you could go. George Black led the parade."

### **WATER WELLS.**

"We lived in a house on Westminster Avenue, on the west side, just north of Powell; the back of our house almost touched the city gaol. That was where my daughter, Mrs. Blair, was born; she is our eldest. I don't know exactly where we got our water from; it might have been from a well, but my recollection is that we caught the rainwater." (See photo P. Trans. 13, laying street car tracks; house on left with verandah.)

### **SMALL POX RIOT. POLICE. JACKSON T. ABRAY.**

"At the time of the small pox, Jackson T. Abray, the policeman, was the best policeman I ever saw. The people wanted to get off the Victoria boat, but he stood right in the gangway and stopped the whole five hundred of them; just one man, Abray.

"They took pot shots at him with chunks of coal. The man with the mail who tried to get by, Abray bowled him over with a blow of his fist."

### **DESTRUCTION OF THE H.M.S. *EGERIA*, OFF OLD MOODYVILLE, BURRARD INLET.**

The *Egeria*, sold by the British Admiralty, later used as a training ship for the cadets of the Navy League, a financial failure, and finally sold to the wreckers. She lay at anchor off Moodyville flats, North Vancouver.

A telephone message was received from a hardware firm in North Vancouver asking that four steel barrels of something be sent down to a dock along Alexander Street. An order clerk, a Mr. Chandler, of the Imperial Oil Limited, wrote the order on an order pad, and sent the order sheet out into the warehouse; the order was filled with four steel barrels of *gasoline*; the writing was *gasoline*, and gasoline was shipped. It will never be known whether the hardware firm ordered gasoline, but whatever they ordered, whatever the clerk wrote down, they actually required *kerosene* (coal oil); who made the mistake will never be known; it may even have been the wreckers themselves; the hardware firm may have concealed the fact. Gasoline, according to law, is shipping in barrels painted red; coal oil in barrels painted blue. Gasoline is stenciled "GASOLINE." All four barrels were properly painted and named in stencil; the invoices read "Gasoline."

The barrels were taken by small boat to the *Egeria*, partly dismantled; all valuable material had been removed; it was proposed to burn her for the metal in her wooden hull, etc. The four barrels were emptied by pouring their contents in the now empty hold; then a match was thrown in. A terrific explosion followed.

The clerk was subsequently tried for manslaughter. It was proven that the labourers on the *Egeria* were foreigners, and could not read English words. An extraordinary verdict was rendered: "*NOT GUILTY, but be more careful in future.*" The writer was an official of the Imperial at the time; it was before September 1920.

J.S. Matthews.

**MEMO OF CONVERSATION WITH MR. AND MRS. JOHN EMS, 3345 WEST 27<sup>TH</sup> AVENUE, POINT GREY, WHO VERY KINDLY CALLED TO PAY ME A VISIT AT THE CITY ARCHIVES, 27 FEBRUARY 1937.**

Note: Mrs. Ems was Miss Anne Murray, youngest daughter of John Murray, Royal Engineer, and of Port Moody, and is the only one of the Murray family to “avoid” having a Port Moody street named in her honour. She was born at Sapperton on [blank], and went to live at Port Moody when she was fifteen.

Mr. Ems will be seventy-five soon; he was born 30 March 1862, and they have been married over fifty years. He was in the service of the Canadian Pacific Railway over forty years.

**ARRIVAL FIRST TRAIN, 23 MAY 1887.**

Mr. Ems said: “I came to Vancouver on the first transcontinental passenger train, all the way from Montréal; arrived 23<sup>rd</sup> May 1887, and went to work for the Canadian Pacific Railway four days after arrival, and stayed with them for forty years, and was pensioned on June 30<sup>th</sup> 1927.

“Talk about a reception and welcome give to grandees who came to Vancouver; why, they have ‘nothing on’ those of us who arrived on the first train into Vancouver. Vancouver gave me the grandest reception. Why, they had a fire brigade, and a band, down to meet me when I came in. Wasn’t much of a fire brigade; just a few men and a couple of hose reels, and the band was only five or six musicians, but—we *did* have a fire brigade and a band to meet us. I have often laughed over it; they could not have given the ‘Prince of Wales’ a finer reception. Peter Righter was engineer; Peter Barnhart, conductor.”

City Archivist: Well, tell me please about the first train trip down from Port Moody to Vancouver.

Mr. Ems: “Pretty slow; only a cow trail, and some of the cuts so narrow the coaches could scarcely clear the banks. We picked up the decorated engine at North Bend.”

City Archivist: Mrs. Lacey Johnson says she helped to decorate it at Yale.

Mr. Ems: “She’s wrong. There was no roundhouse at Yale then. I was back at Yale a few days after, and the roundhouse was all burned. She’s wrong.”

Note: in a letter, 19 March 1937, Mrs. Lacey Johnson replies that she has made no mistake, reiterates that she decorated the engine at Yale, and adds, “North Bend became a divisional point later in the same year, after the workshops were burned down.” J.S.M.

**C.P.R. LINE PORT MOODY TO VANCOUVER.**

Mr. Ems, continuing: “As I told you, Port Moody was just a cow trail, and the cuts so narrow the coaches just got by. The first work I did was the take the track off the outside, and put it on hard ground. It was on piles, and well, the idea was to ‘get the train through.’ Pretty rough track, up and down, we shifted it off the construction bridges and put it on hard ground.

“About the passengers on the train. Most of them got off at the junction, and went down to New Westminster. In the coach I was in, there were a lot of passengers going to Oregon, and they got off at the junction, and went down to Westminster.”

Proof sent to Mr. Ems, 2 March, but never returned. J.S. Matthews.

**FURTHER MEMO OF CONVERSATION WITH MR. JAMES THOMAS ENGLAND, FIRST SECRETARY-MANAGER, VANCOUVER GAS CO. LTD., 13 MARCH 1936.**

**VANCOUVER GAS CO. LTD.**

Mr. England said: “Shortly after the B.C. Electric Railway Co. started operating the Gas Works, there was a rumour that the head office that the Company intended enlarging the works, and were seeking another site in order to build a larger works. I ask[ed] Walter Thomas if this was true and he assured me that such was the case. I have spoken of Mr. True of Halifax. When he was here I was asked by him to point out possible sites suitable for a Gas Works, and I showed him Leamy and Kyle’s sawmill site at the south end of Cambie Street bridge, subsequently occupied by the Vancouver Lumber Co., Cambie and Ash streets,

and I also showed him the 'Old Smelter site,' foot of Raymur Avenue on Powell Street, part of which is now occupied by Ross and Howard. Mr. Thomas having given me the impression that he was recommending the enlargement of the works, I saw Mr. Brewer, a one-time alderman for the City and first reeve of South Vancouver, and asked him if he would give me an option to purchase the property owned by him and Mrs. McNeely of Ladner, B.C. Mr. Brewer told me that I should have to see Mrs. McNeely in reference to it, that the price would be \$200,000, and I could charge my commission above that. I went to Ladner one weekend, and visited Mrs. McNeely in the evening at her farm site. She was very kind and very hospitable. With a woman's intuition, she assured me that she did not think the deal would go through. Personally she did not favour selling, but that as her brother, Mr. Brewer, of Cedar Cottage, was willing, she consented, and I obtained an option for 30 days at the above figures. That evening it rained very heavily and I had proposed going home, but Mrs. McNeely assured me that it was too dark to travel and very kindly put me up for the night. I have a very happy recollection of the comfort of her hospitality. The following week I presented a letter offering this site to the company; I cannot recollect whether this letter was sent to Mr. Buntzen or Mr. Sperling, but at any rate, Mr. Sperling knew all about it. Nothing ever came of the transaction, and Mrs. McNeely's hunch proved to be correct."

#### **HASTINGS, B.C. GEO. BLACK. MAXIMILIAN MICHAUD.**

"Shortly afterward it was announced in the press that the Company had bought 13 lots fronting on Burrard Inlet in the Hastings Townsite area. This was the site of the old Brighton Hotel" (not exactly correct) "owned by the widow of the late George Black, the property on Powell Street. I offered the Company adjoined that now occupied by Ross and Howard; it had 600 feet frontage on Burrard Inlet, with crown granted foreshore lots running out into Burrard Inlet a distance of 600 feet, and it ran back southward to Powell Street, and the C.P.R. right of way crossed it. It had a total area of about 15 acres. Today its value is inestimable. A year or so after this I was still keeping the lighting ledger for the B.C. Electric Railway; one day I was called up on the carpet by Major Gifford, a South African war veteran, who was a director in the B.C. Electric Railway—he had had one arm shot off—he wanted to know how it came that I, who was an employee of the Company, should be offering property for sale to the Company, and he threatened me that if I didn't tell the truth he would fire me. I replied to him that if he did he might not be doing me so very much harm after all, that I was making very little of a salary and I might possibly do better elsewhere. This rather appeased his wrath, and I then told him what has been above related. He wanted to know if I had the option at that time, and I told him, 'No,' that the option was for only thirty days, and that the Company had had one chance, and wouldn't be given another by me."

#### **MAJOR GIFFORD. MR. BUNTZEN. MR. SPERLING.**

"Mr. Gifford appeared to me to question my having received an option in writing, and I told him that I had shown it to Mr. Sperling, and if he didn't believe me he was at liberty to ask Mr. Sperling about it, and that ended the interview. It is easy at this date to look back and see why the offer was not accepted. In those days I trusted Walter Thomas, and had no knowledge of the bargain entered into between Mr. Thomas and Mr. Buntzen that, 'Jimmie England was to having nothing to do with the Gas Company,' at the Hotel Butler" (Seattle) "breakfast."

"Mr. H.A. Jones, a real estate broker, had been influential in the early days of the Vancouver Street Railway in having Mr. Buntzen appointed General Manager. They were on friendly terms and I hadn't a ghost of a show in making a deal in competition under those conditions."

#### **FIRST GAS SERVICE.**

"My recollection of the first gas service is that the Leland Hotel, a large four-storey frame building on Hastings Street, was the first building lighted by gas in Vancouver. I know it was common talk among the employees that this was so. It may have been on the 24<sup>th</sup> of May, 1887; it certainly was before my time as I did not come here until July 1887. I have a distinct recollection that the Leland Hotel account was No. 11 on the register of customers, but it does not follow that it was the eleventh customer that lit up; there was some holiday or special reason for getting the Leland Hotel going, and it was common talk among the men of the special efforts put forward to get the gas sent up to that hotel."

### **FIRST GAS WORKS.**

"The meter house, retort house, and the purifiers were all in one brick building, which was the only brick building in the early days on the Company's property, and this must have been the building for which Mr. Rand advertised for tenders for construction in the *News-Advertiser*, July 9, 1887; this building is still standing, and an addition has been made to it."

### **GASOMETERS.**

"Dakin's Map of Vancouver, November 1889, which you have, does not show the gasometers which were just to the east of the brick building, but they most assuredly must have been there, but are not shown. The holes in the ground in which they stood are now used for tar."

As narrated to me by Mr. England.

J.S. Matthews

CITY ARCHIVIST

### **MEMORANDUM OF CONVERSATION WITH MRS. WALTER FREDERICK EVANS, 849 WEST GEORGIA STREET, VANCOUVER, 23 JUNE 1938.**

(Mr. Evans, retired pioneer.) Third child, and second daughter of Lieutenant-Colonel Lacey R. Johnson, V.D., first Master Mechanic, Pacific Division, Canadian Pacific Railway, Vancouver; on 23 May 1887, "honourary" engineer at the throttle of Engine No. 374, drawing first transcontinental passenger train into Vancouver; Grand Master, A.F. & A.M. of B.C., 1895-6 (see "Fifty Years of Cascade Lodge," 1888-1938.) Mrs. Evans very graciously called at the City Archives, City Hall, 23 June 1938.

### **LACEY R. JOHNSON. THE GREAT FIRE, 13 JUNE 1886.**

Mrs. Evans said: "As Mother and my brother, now Col. R.E. Johnson of Montréal, and two sisters, Grace and Julia, were travelling westwards on the train, a telegram reached us from Father which read in part, 'Vancouver in ashes' (13 June 1886), 'so we got off at Yale. We had closed up our home at Carlton Place, Ontario, so our furniture en route went to Vancouver. Whilst at Yale, we lived, first, in a furnished cottage belonging to Dan McDougall' (see *Early Vancouver*, Vol. 3), 'later in the Hudson's Bay Company's house, also furnished.

"We remained at Yale, and then came on to Vancouver in Father's railway car, September 3<sup>rd</sup>, 1887, and lived in it for about ten days on a siding at the foot of Granville Street until our house, 455 Seymour Street" (photo No. P. Bu. 119), "west side, close to Georgia Street, and now part of the site of the Hudson's Bay store, was completed. Father had started to build before the Fire; the lumber was on the ground, but the fire destroyed the lumber; it had to be replaced.

"I recall that when we first went there, there were no buildings near; the view down the slope towards Water Street was unobstructed; then, later, the nearest building was the No. 2 Fire Hall, on the east side of Seymour, south of Georgie Street."

### **CLEARING FIRES. CLEARING OFF THE FOREST. CHRIST CHURCH.**

"I was a child, and I recall how frightened I was at the bush and clearing fires burning all around us.

"This photo" (C.V. P. Bu. 119) "of our first house, 455 Seymour Street; Father is on the steps with my brother Ernest, and I am looking out of the window. I remember it so well. Here is the Durham Block, on Granville Street, where Christ Church held the first service—in the evening—in one of the stores on the ground floor. You know that after Christ Church was built, the sheriff was going to seize the church for debt, and Mr. H.J. Ceperley, W.J. Salsbury, H.J. Cambie, and Father, four of them, contributed one thousand dollars each to 'save it.' I know that Father mortgaged our house to get his one thousand dollars. No, it was never returned to him."

Left to right:- Bute St, graded in centre through clearing. Portion of house in lower corner is on northwest corner Nelson & Bute Sts. Lot 25, Blk 34 D.L. 185, and No. 1225 Nelson St, in 1944 site of Beverley Apts annex. Mr & Mrs Page Ponsford & four children lived there. All houses lighted by oil lamps. House with gable end and tower is on south east corner Comox & Jervis, Lot 7, Blk 36, formerly 1228, now 1288 Comox St. Owner, W.H. Armstrong, of Armstrong & Morrison, standing in 1944, originally wood, rebuilt about 1897 of stone, and tower removed. Erected prior to 1889. White house with clothes on line is next to north east corner Comox & Jervis, Lot 21, Blk 35, formerly 1225, now 1275 Comox St, standing in 1944. Built by L. A. Hamilton. (Hamilton St), occupied circa 1889, by nephew, A.O. Leask, owned & occupied 40 years by Geo D Mackay family, who still, 1944, reside there. Widow's dau. House in lower corner is next to north west corner Bute & Nelson, Lot 25, Blk 34, formerly 1215, now 1225 Nelson, occupied about 1890 by Mr & Mrs Page Ponsford & family huge stumps all about. no sewerage, water well, lots of wild blackberries in clearing; in 1944 Beverley Apts annex. Observe 2 backhouses. This photo was taken from residence on north east corner of Bute & Barclay, in 1890-1892, home of W.D. Creighton; in 1893 Wm Skene, 1147 but now 1183, & known as Coniston Lodge Apts. Lot 11, Blk 20. Oil Lamps. House all alone in clearing is on south west corner Comox & Broughton, Lot 1, Blk 38, formerly 1402 Comox, later 1079 Broughton, owned by Geo. Stevens and family of seven. No sewerage: water from well; no basement; wood shed; wood cut in clearing, nearest school, "West School" (Aberdeen), Burrard St. nearest street car Granville St. Heated with base burner in down stairs hall & two small stoves upstairs. Now, 1944, Gainsborough Apts. St John's Church is opposite. Spikes of dead trees, killed by clearing fires, on Comox & Nicola. Description by son, F.H. Stevens, 6010 Willinodon Place, Mrs G.D. Mackay, and Mrs Page Ponsford. Other nearby residents:- W.J. Tsythali, J.W. Campbell; T.C. Alcock, Wallbridge; Gibby, Cornish, Humphrey. See photos C.V. P. Dist. 39, N. Dist. 28; C.V. P. Dist. 59, N. Dist. 45. CV. P. Bo. 228, N. Bo. 89, and close up of Stevens' residence. Photo presented, Jan. 1944, by Mrs Page Ponsford, widow, 1627 Davie St. J. Matthews City Archives.



West End, 1890. Looking west from Barclay St towards Point Grey. English Bay, bathing beach, not visible on right. "City of Liverpool" clearing Barclay, Comox, Pendrill, Bute, Jervis, Broughton, and Nicola streets.

In 1890, wild animals, especially deer, passed unmolested, to and fro. Trail from town to English Bay bathing beach crossed clearing left to right. Lots of wild blackberries.

**Bathing Beach**

**Mancommer, B. P.**



*[photo annotation:]*

Left to right: Bute St., graded in centre through clearing. Portion of house in lower corner is on northwest corner Nelson & Bute Sts. Lot 25, Blk 34 D.L. 185, and No. 1225 Nelson St., in 1944 site of Beverley Apts annex. Mr. and Mrs. Page Ponsford & four children lived there. All houses lighted by oil lamps.

House with gable end and tower is on southeast corner Comox and Jervis, Lot 7, Blk 36, formerly 1228, now 1288 Comox St. Owner, W.H. Armstrong, of Armstrong & Morrison, standing in 1944, originally wood; re-built about 1897 of stone, and tower removed. Erected prior to 1889.

White house with clothes on line is next to northeast corner, Comox & Jervis, Lot 21, Blk 35, formerly 1225, now 1275 Comox St., standing in 1944. Built by L.A. Hamilton (Hamilton St.), occupied circa 1889, by nephew, A.O. Leask, owned and occupied 40 years by Geo. D. Mackay family, who still, 1944, reside there. Widow & daughter.

House in lower corner is next to northwest corner, Bute & Nelson, Lot 25, Blk 34, formerly 1215, now 1225 Nelson, occupied about 1890 by Mr. & Mrs. Page Ponsford & family, huge stumps all about, no sewerage, water well, lots of wild blackberries in clearing; in 1944 Beverley Apts annex. Observe 2 backhouses.

This photo was taken from residence on northeast corner of Bute & Barclay; in 1890-1892 home of W.D. Creighton; in 1893 Wm. Skene, 1147 but now 1183, & known as Coniston Lodge Apts, Lot 11, Blk 20. Oil lamps.

House all alone in clearing is on southwest corner Comox & Broughton, Lot 1, Blk 48, formerly 1402 Comox, later 1079 Broughton, owned by Geo. Stevens and family of seven. No sewerage; water from well; no basement; woodshed; wood cut in clearing, nearest school, "West School" (Aberdeen), Burrard St., nearest street car Granville St. Heated with base burner in downstairs hall, & two small stoves upstairs. Now, 1944, Gainsborough Apts. St. John's Church is opposite.

Spikes of dead trees, killed by clearing fires, on Comox & Nicola. Description by son, F.H. Stevens, 6010 Willingdon Place. Mrs. G.D. Mackay, and Mrs. Page Ponsford. Other nearby residents: W.J. Trythal; J.W. Campion; T.C. Alcock, Wallbridge; Gibb; Cornish, Humphrey. See photos C.V. P. Dist. 39, No. Dist. 28; C.V. P. Dist. 59, No. Dist. 45, C.V. P. Bo. 228, No. Bo. 89, and close up of Stevens' residence. Photo presented, Jan. 1944, by Mrs. Page Ponsford, widow, 1627 Davie St.

J.S. Matthews, City Archives.

West End, 1890, looking west from Barclay St. towards Point Grey. English Bay, bathing beach, not visible on right. "City of Liverpool" clearing Barclay, Comox, Pendrill, Bute, Jervis, Broughton, and Nicola streets.

In 1890, wild animals, especially deer, passed unmolested, to and fro. Trail from town to English Bay bathing beach crossed clearing left to right. Lots of wild blackberries.

### **LOST IN THE "WEST END." BEACH AVENUE (1172-6 PACIFIC STREET.) PEST HOUSE. SMALL POX.**

"We remained quite a time, three or more years, at 455 Seymour Street, and then moved down to Beach Avenue." (See photo No. P. Str. 27.) "I remember, before we moved, my great uncle, Capt. Richardson, Father's uncle, got lost in the 'West End.'" (Note: a very easy thing to do; the present City Archivist got lost there one night in 1898; if fog, rain, smoke or darkness obscured the landmarks, it was hard to tell—in the clearing—where you were.) "Father and Uncle got lost. They went across the clearing, from Georgia Street down to Beach Avenue, to see the lot we were going to build on at the foot of Bute Street, and wandered and wandered about, until finally he approached a little cottage, and a dog barked, and someone came out and shouted, 'Go away, go away.' It was a pest house. It seems funny to us to reflect upon a man being lost in the West End."

### **FIRST BOYS BRIGADE.**

"It was after 1890 that we moved down to Beach Avenue—our old house, still standing, is now 1172-1176 Pacific Street—that Father organised the first Boys Brigade for Christ Church; I remember their first parade on our lawn there. We, that is, Mother, the ladies of the church, and myself, made the uniforms; little round pill box caps of navy blue with white braid, and they had a white haversack; I forget what else; perhaps they did have a white cross-belt, see photo of them on our lawn."

### **CLEARING OFF THE FOREST. LOGGING OXEN. "WEST END." BEACH AVENUE.**

"Beach Avenue was just a narrow sinuous trail; dust in summer, mud in winter, and forest all around when we went there. One day when we were playing in front of our house—no other houses were near" (see photo No. C.V. P. Van. Sc. 41, West End in 1890) "—when a lot of bullocks, not yoked together, but a loose herd of them, came along the trail; great big strong beasts, a man carrying a big goad was driving them; they were going to drag logs out of the forest west of about Nicola Street, and dump the logs on the beach at what is now the foot of Denman Street.

"You may remember how narrow and how crooked Beach Avenue was; not much wider than a buggy's width; a yoke of oxen abreast almost filled the whole of it; lined on both sides, either with bushes or greenery, or huge stumps, obscuring the sight; it was impossible to see down the trail more than a few yards.

"I was in the garden. Suddenly I heard a man's voice exclaiming in alarm, 'Good Good,' and looking up, there were two men driving about eight oxen along the road; the earth was soft and dusty, and their feet made no noise as they approached. Right beside, in the middle of the trail, my two little brothers, mere tots, were playing; another second or two and the approaching oxen would be on and over them. I grasped one, and pulled him inside the gate; then stepped out and grasped the other, and pulled him away too; how I did it in time I don't know. Great enormous beasts they were, and my brothers just little tots. I suppose the man knew the following oxen, if not the leaders, with their great hooves, would crush the little boys, and go right on without stopping. This photo" (No. P. Log. 4, "Hauling Logs, Royal City Mills, near Vancouver, Bailey Bros. Photo") "reminds me of it."

### **GENEALOGY.**

My aunt Julia Johnson, later" (Rev.) "Mrs. George Austin Charnock, was principal of the Vancouver Collegiate School, 1891, and my aunt Fanny Johnson was assistant, she was Mrs. C.C. Fisher, New Westminster, died in January this year, 1938.

"Mother is now eighty, although quite well, is somewhat frail; she was born December 12<sup>th</sup>, 1857; Father died in Montréal in 1915, and was buried with military honours; his birthday was June 22<sup>nd</sup>.

"My brothers and sisters were:

1. James Lacey, died in India in infancy.
2. Miss Grace, unmarried, now in Montréal.
3. Miss Flora (myself), Mrs. Walter F. Evans of Vancouver. My children are:
  - Dr. Lacey F. Evans, Ph.D., Vallejo, California;
  - W. Fred Evans, Vancouver;
  - Mrs. J. Alex Swanson (daughter-in-law, Judge Swanson), Vancouver.
4. Julia, now Mrs. (Major) Lewis Ord, of Nottingham, England, who has children, two sons and a daughter.
5. Col. R. Ernest Johnson, of Montréal, who has children.
6. Benjamin, deceased, age 7.
7. Henry Alfred, deceased, age 4.
8. William, deceased, age 12.

9. Lieut. Arthur, killed in action, age 21, September 1916, European War.

10. Miss Marjorie, now Mrs. R.A. Fraser, wife of Col. R.A. Fraser, Heavy Artillery, Montréal.

Read and approved by Mrs. Walter F. Evans, 25 July 1938.

**MEMO OF CONVERSATION WITH WILLIAM H. EVANS OF 2083 WHYTE AVENUE, VANCOUVER, AS HE, NOW AGED 75, DROVE ME HOME FROM A DINNER AT THE HOTEL VANCOUVER GIVEN BY THE HOME OIL DISTRIBUTORS LTD., TO SHOW TO A DISTINGUISHED COMPANY A MOVING PICTURE FILM DEPICTING EARLY BRITISH COLUMBIA.**

**FIRST TRAIN, PORT MOODY. QUEEN STREET, PORT MOODY.**

Mr. Evans said, "I was engineer in charge of the first passenger train to reach Port Moody, July 4, 1886; I was 24 then, 75 now. I picked up the train at Kamloops, and brought her on down to tidewater. We did not stop at Queen Street, Port Moody, but ran down to the wharf about a mile or so further on. The Victoria people got up an excursion boat to come over to meet the train; the excursion boat was lying just across the wharf from where we stopped."

**FIRST TRAIN IN VANCOUVER. NORTH BEND EXCURSIONS. EARLY PICNICS. FIRST ENGINE IN VANCOUVER.**

"The first passenger train to arrive in Vancouver got here May 23, 1887, and that night I picked up a train of coaches and took a load of excursionists to North Bend" (where there was a stylish C.P.R. hotel.)

"Vancouver was a small place, nowhere to go, and people—those who had money—were glad to get out of town to somewhere. But the first engine to arrive in Vancouver got in long before May 23, 1887; the first track laying engine reached Vancouver in November, 1886."

**WOOD BURNING ENGINE.**

"The first engine into Port Moody—my train—burned wood, two-foot lengths; we picked it up at different places along the track."

Actual date said to be 23 February 1887. See Jos. W. Cameron. J.S.M.

**MEMORANDUM OF CONVERSATION WITH MR. W.H. EVANS, 2030 WHYTE AVENUE, KITSILANO BEACH, AT 2083 WHYTE AVENUE (MAJOR MATTHEWS, CITY ARCHIVIST), SATURDAY NIGHT, 12 SEPTEMBER 1936.**

**FIRST TRAIN. PORT MOODY. 4 JULY 1886.**

The following conversation resulted from an item which appeared in the *Province*, Vancouver, Saturday, 5 September 1936, Magazine section, page 5, column 2, which states: "W.F. Fullerton, whose own souvenir is a lump of coal taken from the tender" (on arrival of first train, Port Moody, 4 July 1886.)

In reply to a letter directed to Alderman Fullerton of Victoria by the City Archivist, Vancouver, he replied:

It is quite correct to state that the piece of coal was taken from the tender (by myself) of the first train when she arrived; there was such a rush for souvenirs; my prize was the piece of coal. How coal was carried on the wood tender I cannot say, but it was there alright.

W.F. Fullerton.

**CONVERSATION, W.H. EVANS WITH J.S. MATTHEWS.**

Mr. Evans: (on phone) "Are you going to be in?"

City Archivist: Yes, come on over.

Later, Mr. Evans: "Mr. Fullerton says he picked up a piece of coal on the tender."

City Archivist: Writes to confirm it.

Mr. Evans: "Well, I cannot say he didn't. He might have picked up a diamond; I could not deny he picked up a diamond; he might have, but where the coal came from I don't know. Those engines all came from Montréal, and there might have been a piece of coal on her.

"I took over at Kamloops and brought the" (first) "train into Port Moody. You see, the company took over from the construction people on July 1<sup>st</sup>; the company arranged to have *some* power of their own when they took over; there was some power; some engines, delivered at Yale before July 1" (1886.) "I was assigned to engine No. 371 at Yale on July 1<sup>st</sup>, and sent back to Kamloops to pick up the first train, so the length of time No. 371 was in British Columbia before she reached Port Moody would be three days, and I was on her all the time. A bit of coal might have come with her from Montréal. I don't say it didn't, but I saw no coal on her; she was a wood burner; her grates were for wood; she was always a wood burner.

"He says there was a rush for souvenirs. Well, I don't know what they got in the rush; there isn't much about a railway engine you can pick up for a souvenir. Someone might have taken a cordwood." (Two foot lengths.)

"Another thing. About driving the 'last spike.' I was there and saw it driven, and—well—there wasn't any diamonds on it, either."

### **MEMO OF CONVERSATION WITH MR. WILLIAM H. EVANS OF 2030 WHYTE AVENUE, KITSILANO BEACH, VANCOUVER, 25 FEBRUARY 1937.**

Who was kind enough to come across the street to 2083 Whyte Avenue and spend the evening with me, and tell of old railway days. Among other things, Mr. Evans brought the first train into Port Moody, 4 July 1886. He looks well and strong, and says that Mrs. Evans is "quite well," and busy.

### **FIRST TRAIN, VANCOUVER, 23 MAY 1887.**

I read to Mr. Evans part of an article by Judge Howay of New Westminster in the *British Columbia Historical Quarterly*, Vol. 1, No. 1, January 1937, which states in part, page 15: "on Burrard Inlet two decades before William Evans brought the first transcontinental train to Coal Harbour."

Mr. Evans said: (slowly and with deliberation) "Well, it would be hard to call Port Moody Coal Harbour," and then went on to narrate.

"I saw the first train from Montréal to Vancouver as it passed through Port Moody. I came into Vancouver the night of the 23<sup>rd</sup> May 1887—that is the night of the day the first train had arrived at the foot of Granville Street, Vancouver—with a train of empty coaches, oh, say, four or five coaches, empty ones, to be used for taking the excursion out to North Bend on the next day, 24<sup>th</sup> May, Queen Victoria's birthday, and that was the year of her Golden Jubilee. North Bend was a sort of tourist resort for Vancouver; there was quite a nice hotel there, in the Fraser Canyon, and pioneers of Vancouver used to go up there for a weekend holiday, etc., etc., so on that day, being the Queen's birthday, they took an excursion of Vancouver people up to North Bend to see the line."

### **THE "LAST SPIKE" TRAIN, NOVEMBER 1885.**

"The truth about the train which brought Sir Donald Smith from Montréal at the time he drove the last spike is that it was not *November the seventh, 1885* that he drove the last spike at Craigellachie, *but was November the fifth*. You cannot change it now; it is recorded all over the world that he drove the last spike on November the seventh, and that the train arrived at Port Moody on November the eighth, but the fact is he drove the last spike on November the fifth, and the train reached Port Moody on November the sixth, 1885, and the officials just stepped across the wharf to where the *Princess Louise* was lying and went on to Victoria. The last spike was driven at nine twenty-two, on the morning of November the fifth, but don't try and change it now."

(Subsequently, after reading rough draft submitted for approval. Mr. Evans: "I'm not going to start a controversy, but I know I am right; I wrote Matt [blank] about it, and he agrees with me. He had records, but he has lost them.")

Mr. Evans must have made a mistake. W.O. Miller, despatcher at Yale, thinks so. J.S. Matthews.

Evans admits his mistake now, 17 October 1937. J.S.M.

"The locomotive of Sir Donald's train was No. 148, car 77, and the coaches 'Saskatchewan' and 'Metapedia,' not 'Tepidia' as reported in some newspapers. 'Bob' Mee, Robert Mee, was the engineer. I don't know who his fireman and crew were. That was the official train from the east."

### **SECOND TRAIN AT DRIVING OF LAST SPIKE, NOVEMBER 1885.**

"But the facts are that there were two trains at the formality of driving the Last Spike: one official train from the east, and another train from the west; both trains met at Craigellachie, and the one from the west followed the one from the east down to the coast. Both trains reached and stayed at Spence's Bridge that night, and both trains came on to Port Moody the next day; it was a daylight run, so that the track could be seen by the officials, etc.

"I was the engineer of the second train, the one which had gone east to Craigellachie to where the two ends were to meet, and which train followed Sir Donald's train from the east down to Port Moody.

"The crew were: engineer, W.H. Evans; fireman, George Taylor; conductor, Jim Trodden; brakeman, Jack Clancy and Jack Whalen."

### **PRIVATE TRAIN ARRIVES PORT MOODY FROM MONTRÉAL, 27 JUNE 1886.**

Mr. Evans continued: "I don't know anything about [the] private train which is said to have brought a small party including Mrs. Abbott and Mrs. Dr. Lefevre through in Mr. Abbott's private car a week previously to the first transcontinental train." (See conversations Mrs. Dr. Lefevre, and *Vancouver Herald*, Friday 2 July 1886.)

### **FIRST TRANSCONTINENTAL PASSENGER TRAIN, MONTRÉAL TO PORT MOODY, 4 JULY 1886.**

"The first passenger train arrived at Port Moody on July 4<sup>th</sup> 1886 at 12 noon exactly." (Note: Locomotive 371, car "Honolulu," etc., etc., 2907 miles in 136 hours, one minute; reported as one minute late.) "I was in charge of that train. The crew were: engineer, W.H. Evans; conductor, P.A. Barnhart; fireman, George Taylor; brakeman, Jack Madigan."

City Archivist: You say 12 noon; the newspapers report 12:01, one minute late.

Mr. Evans: "We weren't late; his watch was out; one minute out; we were on time, and on time exactly."

### **FIRST TRAIN FROM NEW WESTMINSTER.**

"I don't know anything about the train which is said to have come into Vancouver from New Westminster via Coquitlam on the morning of the 23<sup>rd</sup> May. You say it brought forty passengers and arrived at 9:08 a.m. I don't know anything about that train."

### **FIRST TRANSCONTINENTAL PASSENGER TRAIN, VANCOUVER, 23 MAY 1887.**

City Archivist: Mrs. Lacey R. Johnson writes me from Westmount, Québec, that she helped decorate the engine which brought the first transcontinental train into Vancouver, and that she did so at Yale. John Ems says she's a little out; he says the train was decorated at North Bend, which was a divisional point, and I think she is "out" too. John Ems says the shops at Yale were burned, and there was nothing there then.

Mr. Evans: "I think she is wrong too; it must have been North Bend. The crew of that train were: engineer, Peter Righter; fireman, George Taylor; conductor, Pete Barnhart; brakeman, Jack Madigan and Kirby. I don't know who was baggage man; you say Kavanagh; perhaps so, I don't know."

City Archivist: Mrs. Lacey Johnson writes me that both she and her husband were on the train, she as a passenger, and Major Johnson, master mechanic of the Pacific Division, in the cab. She writes me that as the train drew into Vancouver, Peter Righter stepped back, and motioned to Major Johnson to take the throttle and take the first train into the station. A very gracious act, don't you think?

Mr. Evans: (smiling) "Just like Pete."

### **FIRST WORK TRAIN ARRIVES VANCOUVER, NOVEMBER 1886.**

"The first work train which came into Vancouver, came in November 1886, when they laid the track; I don't know now just how far west it got but English Bay. Some of the crew were: John Scott, engineer; Jim Doig, conductor."

(I question the month. JSM.)

### **EARLY CONSTRUCTION. C.P.R.**

"You see, the C.P.R. was constructed west from Yale, and east from Port Moody, and they met at Deroche, one and a half miles east of Nicomen" (see narrative in *Early Vancouver*, Vol. 3, of A.E. Austin) "they made the connection between the both ends in January 1884. Then they ran a train up as far as the Cisco bridge; mixed freight and passenger, baggage car, mail car, two coaches and the rest of the train was freight."

### **DUKE AND DUCHESS OF CORNWALL AND YORK TRAIN, SEPTEMBER 1901.**

"There were two trains; the first brought Sir Wilfrid Laurier, and the second the Royal party. Put this down:

"First train, Sir Wilfrid Laurier. Kamloops to North Bend: engineer, W.H. Evans; conductor, Jack Ward. North Bend to Vancouver: engineer, Bob Mee; conductor, Jack Ward.

"Second train, Duke and Duchess. Kamloops to North Bend: engineer, E.J. Hosker; conductor, Alex Forrest. North Bend to Vancouver: engineer, 'Duke' McKenzie; conductor, Alex Forrest."

### **CORRECTIONS BY MR. EVANS (AS PER HIS MANUSCRIPT 15 MARCH 1937) MADE AT A SECOND VISIT TO 2083 WHYTE AVENUE.**

#### **C.P.R. CONSTRUCTION.**

"In 1883, the Company" (as distinct from the C.P.R. which took over on 1 July 1886) "sent me from Yale to Hautier station about two miles west of Lytton to install the engine and boiler in a sawmill which they were building for the purpose of cutting bridge timbers for the construction.

"I went from Yale to Boston Bar on a train" (then the end of the track.) "I took a steam boat from there to Tilton Creek, about two miles east of Keefers, and from there to Hautier station in a freight wagon.

"After getting through there, I was sent to Nicomen, a stage stopping station at that time, but now Thompson station on the C.P.R., and installed an engine and boiler in another mill which they were building for the same purpose in a ravine where the Thompson station now stands."

#### **STEAM BOAT ON FRASER RIVER.**

"The steam boat mentioned was built at what was known as 'The Big Tunnel'" (about three miles east of Spuzzum), "and was warped up the river to Boston Bar. Great difficulty was experienced in getting it through Hell's Gate. It took five weeks for this. After some different captains had met with failure, a Capt. Smith from Oregon was secured, who succeeded. This boat made one trip as far as Lytton, and owing to different eddies and swift waters, and the boat getting on the rocks, no further attempt was made to get to Lytton, and the run was confined to between Boston Bar and Tilton Creek, although there was considerable difficulty also experienced on this run owing to the swift water.

"The officers on this run were: Captain Smith, captain; Charles Lambert, mate; Capt. W.H. Holmes, lineman; Jim Burse, chief engineer; Cris Pitchler, purser."

#### **STEAMER KAMLOOPS.**

"After the track was extended east, there was no further use for this boat, and it was dismantled at Keefers in 1884, and the machinery taken to Kamloops and installed in a boat and run on the Shuswap Lakes for the Inland Navigation Co. After through there, it was taken to the Kootenay Lakes, and installed in the steamer *Kamloops* for the C.P.R."

(signed) "W.H. Evans."

Read and approved by Mr. Evans, 15 March 1937.

J.S. Matthews.

## **19 MARCH 1936 – “THE MERRY PRIEST,” FATHER PATRICK FAY OF HOLY ROSARY CHURCH.**

### **REV. FATHER PATRICK FAY.**

Wm. Mashiter, pioneer of Granville, burned out in the Great Fire, 13 June 1886, writing at the age of 87 from Squamish, B.C., 14 March 1936 to Major J.S. Matthews, says in part:

“What a lot of faces your letter brought to mind ... Father Fay, the merry priest.”

### **MEMO OF CONVERSATION WITH MRS. A.M. MCGOVERN, 1727 MACDONALD STREET, KITSILANO, VANCOUVER, MEMBER, TOWN PLANNING COMMISSION, ETC., ETC.**

Mrs. McGovern said: “Father Fay was well liked; he died on the road to Bellingham, Washington; he was walking along from Vancouver to Bellingham, and just dropped.

“I was down in Montréal with my husband, and going outside of the hotel I met Father Fay. He asked me if I could do anything for him, so I went upstairs and told my husband, ‘Who do you think I met outside,’ and told him I had met Father Fay, and Mr. McGovern gave him ten dollars. Then I met Lord Shaughnessy, and I told him about Father Fay, and he answered, ‘Poor Father Fay,’ and I told him that I expected he would be in to see him. ‘Yes,’ said Lord Shaughnessy, ‘I expect he will.’ So I heard that Lord Shaughnessy gave him one hundred dollars, and a pass to Vancouver. He came west, and soon after died on his way to Bellingham as I have told you.”

### **MEMO OF CONVERSATION WITH W.F. FINDLAY, 12 APRIL 1932.**

#### **VANCOUVER (WEST END). WILLIAM HAILSTONE, SAM BRIGHOUSE.**

“I understand William Hailstone parted with his half interest in the West End, or what interest he had with Sam Brighouse, for a twenty dollar gold piece, several sacks of flour worth about five dollars, and a cayuse with a string halt, worth perhaps \$25. You could buy lots of them for \$10 or \$15. Hailstone logged off the West End, or anyway, sold some logs off his place, got tired of the game, and ‘pulled out.’” (Ask McCraney or W.E. Graveley.)

“I have read your narrative of conversations with me; they seem correct enough, and I confirm them.”

#### **VANCOUVER ROADS IN 1887.**

“My first impression of Vancouver was one in the form of a big bump on the back of my head. I arrived on the train October 22<sup>nd</sup> 1887, and Uncle’s” (Lewis Carter) “hotel bus from the Carter House met the train. I got into the bus, an open express sort of conveyance, with seats longwise on both sides and drawn by two horses. There was a covering supported by iron stanchions, and canvas flaps for the sides to be let down in wet weather. The roads were very poor, and on our way up the incline to Cordova Street or else down Water Street as far as Cambie to the hotel, the bus gave a big bump, my head banged a stanchion, and left a big bump on the back.”

### **EARLIEST RECORDED NAVIGATING AID TO FIRST NARROWS. A ROOSTER.**

In April 1937, the bell on Prospect Point Lighthouse was being replaced by a siren, as more efficient.

#### **MEMO OF CONVERSATION, 10 JUNE 1931, WITH JAMES A. SMITH.**

Mr. Smith is now retired, 1937. Moving picture censor, Court House, Vancouver, who came to Vancouver 5 April 1888.

Mr. Smith said: “On May 24<sup>th</sup>, 1888, I came from Victoria on the old side wheeler *Yosemite* with a shipload of excursionists expecting to spend the Queen’s Birthday in Vancouver; it was a very foggy day. We were due in Vancouver for breakfast, but it was getting on past nine o’clock, and we had not got through the First Narrows; everyone was getting anxious; it looked as though our holiday was ‘gone.’

“Then, as we neared what was supposed to be the entrance to the Narrows—outside Prospect Point—the master stopped the steamer, and ordered the anchor out. The chain was not long enough, so they

attached a rope and let the anchor down. Things looked 'bad'; there we remained—in the fog—an impatient, nervous excursion crowd off on a picnic, annoyed at the delay and the loss of our holiday.

"Presently, out of the silence and mist, we heard a rooster crow; the master ordered the anchor up; rang for 'slow ahead.' He knew where he was; we passed in to Burrard Inlet.

"It was Navy Jack's rooster which had crowed; 'Navy Jack' was, at that time, the only inhabitant of what we call West Vancouver. That rooster was one of the first navigating aids to mariners of Vancouver."

Excerpt: Mayor David Oppenheimer's address to City Council, 18 January 1892, as he retires after four years as Mayor of Vancouver: "A lighthouse is contemplated on Observation Point."

Note: Observation Point, i.e. old name of Prospect Point.

## **MEMO OF CONVERSATION WITH A.W. FRASER, 3614 TANNER STREET, OFF JOYCE ROAD, 4 MAY 1939.**

[He] came to Vancouver in the fall of 1888, and who was one of the first members of the first militia in Vancouver, old No. 5 B.C.B.G.A. His signature is on the first page of the first roll, and shows as 21 years old; actually he was 19 at that date.

### **S.S. *PREMIER*. S.S. *CHARMER*. SMALLPOX. "BATTLE OF THE HOSES."**

Mr. Fraser said: "I saw the trouble the time the *Premier* tried to land her passengers when we had the smallpox scare. I did not see the start; the news soon spread, and by the time I got there, there was a big crowd down on the C.P.R. wharf. The news soon spread through the little city.

"It was this way. Capt. O'Brien was in command of the *Premier*, as she was then; afterwards the *Charmer*, and the *Premier* was an American ship; flew the American flag, and had been down at Seattle and of course, when she came in she had to pass the customs, and the health officer went on board and he found smallpox, and would not allow the passengers to land, and Capt. O'Brien was determined to land his passengers. So Capt. O'Brien mustered his passengers, and said he would land the whole crowd of them, and then the fun started."

### **FIRE BRIGADE. RIOT. POLICE.**

Major Matthews: Who started the fun?

Mr. Fraser: "The *Premier*. The news spread like wildfire, and in those days we had only three or four policemen in town, and they could not handle the situation, so they called out the fire brigade. The fire brigade was all volunteers then, and I don't know just all about it, because I was not there at the start, but the *Premier* turned her steam hose on to drive the crowd of onlookers on the wharf further back, and some of the crew on the *Premier* started to throw lumps of coal, and then the fire brigade turned on the" (cold water) "hose, and someone cut the ship's line, and she drifted off into the harbour, and hung about for a while, and then she turned and headed for Port Moody, and of course there was no road to Port Moody then, and she went to Port Moody quicker than they could, and she went up to Port Moody and there was no one there to stop them landing the passengers."

Query: Port Moody or Hastings?

## **MEMO OF CONVERSATION WITH MR. W.H. GALLAGHER, FORMER ALDERMAN.**

Now the only person living in Vancouver—Alderman L.A. Hamilton now in Toronto is the other one—who was present at the first meeting of the first City Council, May 1886. I finally persuaded him to go to Steffens-Colmer Studio and have his photograph taken.



### **THE GREAT FIRE, 1886.**

Mr. Gallagher: (looking at photograph with caption, "Raised from the ashes in three days") "That's right. Why, inside of three days there were twenty wooden building erected."

Note: "Raised, etc.," refers to the "C.P.R. Hotel," (McPherson's) south side of Hastings Street between Abbott and Carrall, which bore a cotton banner across its front emblazoned "Raised, etc." It was three storeys, and was occupied three days after the construction commenced, but whether exactly three days from June 13<sup>th</sup> is not so certain.

### **HASTINGS STREET. CORDOVA STREET. WATER STREET. L.A. HAMILTON.**

Mr. Gallagher: "You see, after the Fire, Hastings Street was open only from about Carrall to Abbott, and not much at that; beyond Abbott Street, Hastings Street was just a trail; I don't think you could get a wagon along if you tried; same with Water Street and Cordova Street beyond Cambie to the west. Hamilton of the C.P.R. was very good. Hamilton got those three streets opened up, as far as Granville Street, I think; about there; did not cost the city anything; the city had no money.

"What Hamilton did was open up the three streets to about as far as Granville Street, and on Hastings Street, he built a two-plank sidewalk so that people could get along; before that Hastings Street beyond Abbott was impassable for horses" (and wagons.) "It did not cost the city anything."

J.S. Matthews, 2 October 1935.

### **MEMO OF CONVERSATION WITH EX-ALDERMAN W.H. GALLAGHER, REAL ESTATE PROPRIETOR, PENDER AND RICHARDS STREET, 20 FEBRUARY 1936.**

Now the only man (other than Alderman L.A. Hamilton of the first Council) who was present at the first meeting of the City Council. He still attends to business every day.

### **C.P.R. CONSTRUCTION (RIGHT OF WAY). FIRST HOSPITAL IN VANCOUVER. WATER.**

"I had the contract to construct the C.P.R. grade from Alexander Street to the False Creek trestle" (Granville Street) "and when my men needed medical attention they were sent down to the C.P.R. hospital on Powell Street. My recollection is that at the first the hospital was in tents; then they built a shed for a cookhouse; perhaps they put up a cottage afterwards, I don't recall, but I recall the tents being used as a hospital. The old Hastings Road curved at the foot of Campbell Avenue, and a few yards west of it the C.P.R. grade ran on the old road." (Dr. Robertson says the hospital was a few feet from the C.P.R. grade.) "That was in the spring of 1886 because I was clearing the right of way up by the roundhouse on False Creek when the Great Fire started. I recall the Hastings Sawmill flume, and remember that the people at the hospital used to take water out of it with a dipper."

### **SAM GREER'S "FORT." GREER'S BEACH.**

"The C.P.R. wanted me to contract to construct the grade across the Indian Reserve to Greer's Beach, but I did not want it. I came over and looked at the proposal. The trees on the right of way were cut down, and later I came over again. Sam had about 200 or more ties collected together, and stuck end on" (perpendicularly) "as a barricade, with spaces here and there so that he could shoot. The barricade was a short distance from the beach towards False Creek, and on the proposed right of way."

### **FURTHER CONVERSATION WITH EX-ALDERMAN W.H. GALLAGHER, 1 MARCH 1936.**

#### **FIRST HOSPITAL IN VANCOUVER.**

Mr. Gallagher: "I am positive that the first hospital was in tents, because I remember them afterwards adding a rough wooden shelter in the rear for use as a kitchen. In the spring of 1886, before the Fire of June 13, the trees were being cleared off Hastings and Granville Street as far west as Burrard, and men were being hurt, and they were taken to a bit of a cluster of tents near the Hastings Sawmill, then the building at the corner of Powell and Alexandra which was afterwards used as a C.P.R. hospital."

**[LETTER FROM W.H. GALLAGHER.]**

Established 1886  
W.H. Gallagher & Co.  
Real Estate and Financial Agents  
corner Pender and Richards Streets

Vancouver, B.C. April 21, 1938.

Major J.S. Matthews,  
City Archivist,  
City Hall,  
Vancouver, B.C.

Re: Published Report of St. James Church in Saturday's Province.

Dear Sir:

As Archivist I think you should correct or advise the St. James Church of today that it would be well for them to correct their early history.

According to the paper St. James Church was built on Powell Street in 1881. I think the date is quite correct but the Church itself was on Alexander Street *[formerly Hastings Road]*, butting back on to the Inlet. It was situated about where the underground passage to the North Vancouver Ferry is located or it might have been a few feet further East. There was no Powell Street at that date. The timber had been fallen in June 1886 but it was not cleared. *[Sic. June, 1885.]* Alexander Street was in good condition. There was a sidewalk to the Hastings Mill. The late Rev. Father Clinton arrived at the Church just as the fire reached the buildings and he rang the bell continuously to arise the public till the building or the church was about to collapse. The late George Barnes and I had difficulty in persuading him to give up and to leave the entrance to the church before it collapsed on him. There was a pathway, I would think, about eight feet wide at the west side of the church to the water and hundreds and hundreds of people who came from Carrall, Water and Cordova Streets left Alexander Street at that point and made for the Inlet. The tide was about half out. Finally Father Clinton done likewise and like many others when he was standing out in the water he had a young child in his arms and a boy (I would think) about six years on his back. There was hundreds of people standing in the water up pretty well to their waist at that point. We had a high wind at that time from the South West by West and it drove the fire along Alexander Street, in fact the fire ran down the wooden sidewalk faster than I could run and about the time that the fire reached what is now Railroad Street and Dunlevy Ave. the wind changed to the North East and drove the fire back and south to about the corner of Prior and Main Streets before it died out. The buildings on the Old Westminster Road which ran west of Main Street or near False Creek was not burnt from there to the Bridge nor was the Bridge destroyed. When the wind changed it swept the fire along the Dunlevy Avenue & Gore Ave. and burnt over the ground where the present St. James Church is built. On the South-East corner of Cordova & Gore Ave. a party had almost completed a small dwelling and shortly after the fire they were missed. Before night the husband, wife and little daughter was found suffocated in a well which had been partly dug at that point. There was four or five inches of water in it.

However, I must give up relating those trying experiences.

However, reverting again to St. James Church I think it would be well for you to take the matter up with the present representatives and have them correct their records.

Yours truly,

W.H. Gallagher

## **SAID TO BE THE “VOTERS LIST” BURRARD INLET FOR THE ELECTION OF JUNE 1882.**

Presented by A.A. Langley, who arrived B.I. Sept. 1<sup>st</sup>, 1882.

### **PIONEERS OF GRANVILLE—1882.**

#### **General Merchants**

Arthur W. Sullivan  
Ban. H. Wilson, sic “Ben”  
Louis Gold  
Hastings Mill Store  
Cin Tie Hing  
Wah Chon

#### **Butchers**

Geo. Black  
Alex Johnson  
Henry Holden  
William Whorton

#### **Shoemakers**

Edward McKendry  
John Fannin

#### **Sailmaker**

Louis Smith

#### **Wine and spirit merchants**

John A. Robertson

#### **Carpenters**

Fred Allatt  
Albert Bamford  
James Givens

#### **Blacksmith**

J. Robertson

#### **Teamsters**

John Beady (think Beady)  
John Doyle  
James Lester  
George Preston

#### **Lumbermen**

Lester K. Alford  
Thomas Fisher  
--- Baker

#### **Stevedores**

Edward Boys  
Wm. H. Soule  
S. Fraser

#### **Hotels**

Deighton Hotel (W.T. Blair, Prop.)  
Sunnyside Hotel (McInnis & McLeod, Prop.)  
Granville Hotel (Joseph Mannion, Prop.)  
Brighton House (D. Withrow, Prop.)  
Hastings Hotel (Oliver Parent, Prop.)

**Fishermen**

Wm. Allatt  
Joyc Gonsalves (sic “? Gonsalves”)  
Wm. Graham  
James Hogan  
George Kearns  
Angus Morrison  
Antoine Serosco  
Peter Smith

**Harness and saddle makers**

Rachef Ontrander

**Accountants**

A.D. Campbell  
Alex. D. Campbell, Jr.

**Collector of customs**

I. Jakus (sic “Isaac Johns”)

**Telegraph operator**

S.T. Mackintosh

**Physician**

Dr. Alfred Masters

**Constable**

Johnathon Miller

**Postmaster**

Henry Harvey

**Salmon canners**

Angus C. Fraser

**Longshoremen**

Wm. Butler  
Edward Boyce

**Millmen**

Chas. Hendry  
W.H. Johnson  
Wm. McEwan  
Alex. Merrifield  
P. Mullen  
Chas Nahn (think Nahu, Hawaiian)  
John Nahn  
Auguste Nillson  
A.H. Ridley  
R. Smith  
M. Toulssaint

**Proprietors, logging camps Point Grey**

Chas. Dagget  
James Gillis  
Fara Furry

**Churches**

St. James (Episcopal) – Rev. Geo. Ditcham, Pastor  
Methodist – Rev. C.L. Thompson, Pastor

**Industries**

Hastings Sawmill Co.  
Burrard Inlet Fishing Co.  
Burrard Inlet Oil Co.  
sic "Jas. L. Raymur" (J.A. Raymur, Jr. Mgr.)

**Hastings Mill employees**

R.H. Alexander (Mgr.)  
H. Benson  
K. Bowman  
J. Byrnes  
Oliver Campbell  
Chas. Caldwell  
P. Cordevir (sic "Peter Cordiner")  
H.T. Frost  
F. Gagnon  
Antonio Gragado  
Wm. H. Hall  
Geo. Gregory  
M. Hanson  
A.E. McCartney  
C.E. Renouf  
W.T. Webb  
Henry Chich  
Rancois Cote  
J.A. Safferin  
Joseph Olton

**School**

Granville School – G. Stainburn, Teacher

**Societies**

Granville Lodge, No. 29 A.O.U.W.  
Hastings Literary Institute

**Farmers (English Bay)**

John Thomas  
John Burns

**Justices of the peace**

Hon. Hugh Nelson  
Benj. Springer

**Loggers**

F. Burgess  
Joseph Decouver  
C.J. Payne  
Duncan Smith  
Louis Thompson  
Alonzo Willard  
Fred McBride  
James H. Kellog  
J. Halfpenny  
J. Cushing  
John Hirst  
Michael Doule  
K. McIvor  
Frank Fraser

Wm. Morrison  
Duncan Carmichael  
Frank Moray  
Peter Plant  
Oscar Stevens  
Ben Umlah  
Wm. Woodward  
Angus McArthur  
J. Griffiths  
Frank Couliff  
Geo. Hannah  
Louis Deshin  
J. Latmore  
John Eaves  
J. Morrison  
Peter Gordt  
Geo. Connor  
John Oven  
August Raider  
Peter Stevens  
G. Watson  
Anthony May  
Wm. Gray  
John Burns  
Geo. Harper  
Gordon Defoe  
Frank King  
C.F. Dun  
Wm. McKellus  
Walter Gilly

**LETTER FROM HYDROGRAPHIC DEPARTMENT.**

Hydrographic Department,  
Admiralty,  
London, S.W. 1,  
Dec. 4, 1936.

Quoting H 7729 /36.

Sir:

With reference to your letter of 6<sup>th</sup> November addressed to Mr. J.D. Potter, I have to inform you that the name "Gas Town" was first inserted on British Admiralty chart No. 1922 in February 1877 from a sketch plan made by H.M.S. AMETHYST in 1876.

I am, Sir,

Your most obedient Servant,

*[signature undecipherable]*

Captain, R.N.  
for Hydrographer

J.S. Matthews, Esq.,  
City Archivist,  
Temporary City Hall,  
16, Hastings St. East,  
Vancouver, B.C.

**MEMO OF CONVERSATION WITH CHARLES GAUVREAU, 160 HASTINGS STREET EAST, AT CITY ARCHIVES, VANCOUVER, 17 MAY 1937.**

**C.P.R. CONSTRUCTION.**

Mr. Gauvreau: "I worked on the grade between Port Moody and Vancouver in January 1887; laid track, ballasting, and then in the yard" (railway yard.) "I worked on the track Port Moody to Vancouver in the winter of 1886-7.

"There were only two engines in the Vancouver yard, wood burners, and they were left out in the open at night; we used to turn them by hand, down on Pender Street by Carrall, at the first 'roundhouse,' suppose that's what you would call it. We got the engineer to run them on the turntable, and then got a couple of Chinamen, and turned the turntable by hand, pushed it around. The engine fires went out at night; we got down at seven in the morning and lit the fires in the engines; wood fires.

"How old do you think I am now? Seventy-seven. I worked down beyond Port Arthur from the time I was 19, building the C.P.R. I'm a pretty tough fellow" (note: he looks as strong as an ox yet) "but that was pretty rough work. Bad food, bacon with streaks of green in it; no vegetables; why, men were dying of black leg—that's scurvy—all the time; I suppose I've seen fifty buried along the track down there. You see, it was hard getting food in; it had to be taken in over the snow or not got in at all; in the summer the mud and muskeg was impassible, and there was no proper place to store it; some of the food was carried one hundred miles, and sometimes on men's backs."

**MEMORANDUM OF CONVERSATION WITH MR. J.B. GRIFFIN, EX-MANAGER R.G DUN & Co., VANCOUVER, NOW RESIDENT 6689 VINE STREET.**

**WOODWARD DEPARTMENT STORES. J.B. GIFFEN.**

Mr. Giffen: "Do you know Charlie Woodward?"

Major Matthews: Of Woodward Department Stores? Yes. The first I remember of him he had a little store down on Westminster Avenue and he used to wear a big long apron of white cotton, with a bib up to his chin held up with a tape around his neck, and another tape holding it round his waist, and I remember him walking up and down in front of the store with a watering can, sprinkling water on the vegetables in a long box in front of the windows.

Mr. Giffen: "That's the way I remember him. When I first came here in 1908 I went over one day to get a statement for R.C. Dun" (Mercantile Agency) "from him. The store was all in confusion, things scattered about in a regular junk heap, and he was busy with customers. But to my great surprise, when I told him who I was, he was interested in me, and my purpose; a thing not usual in such an establishment. As soon as he had served his customers, he took me back to his office; it wasn't a real office, but a sort of desk with papers scattered all around, stuck on nails. He explained to me his position very carefully; he got a rating of about five or ten thousand dollars, and I remember him making a striking statement. It was: 'I am not going to be satisfied until it is a million dollars.'

"For years after that, once a year, after he had made up his balance sheet for the year, he used to take the statement up to Mr. Godfrey of the Bank of British North America. Our office was just across the way, and after he had been into the bank he used to bring the statement up to me."

Major Matthews: Did he ever reach a million dollars?

Mr. Giffen: "Oh, yes! Years ago. I remember the last time he came up, he came up with a statement showing assets of over a million dollars. He had finally got what he wanted. I looked at the statement, and we talked about it, and presently I asked him if he remembered the remark that he had made to me years previously about not being satisfied until he had reached a million dollars. Mr. Woodward replied, 'Oh, yes! I remember it very well.' He was a smart man. He still goes to his office every day, gets down about eight or half past, and of course, they put such papers as are of importance on his desk for him to see."

Also see Mrs. Sanderson, formerly Mrs. (Alderman) Towler; see that file.

**MEMO OF CONVERSATION WITH EX-REEVE EDWARD GOLD OF THE FORMER MUNICIPALITY OF SOUTH VANCOUVER, SON OF LOUIS GOLD OF THE "GOLD HOUSE," WATER STREET, GRANVILLE, BURRARD INLET, 28 APRIL 1936. (JEWISH FAITH.)**

**REEVE EDWARD GOLD.**

Mr. Gold said: "I was born in Kentucky, U.S.A. in 1868, and came to Granville with my mother, 1873, by Lewis' stage on the Hastings Road, the End of the Road, and then by a little old ferry boat to Moodyville, and then on to Gastown, and landed at a floating pontoon owned by Joe Mannion of the Granville Hotel. I was five years old."

**LOUIS GOLD, OF THE "GOLD HOUSE," GRANVILLE, BURRARD INLET. MRS. EMMA GOLD.**

"Father, Louis Gold, had come to Gastown in 1872; I don't know why, but he had come to run a store; anyway he had a store when we arrived, and was catering to Indians, loggers, longshoremen, and sailors; there were only sailing ships here then; I think he had come to Victoria from San Francisco, and thence by tug to Burrard Inlet.

"His first store he rented from 'Gassy Jack'; some sort of a little building on the shore side of what is now Water Street, and there was a two-plank sidewalk to it. Then he bought three lots, sixty-six feet lots on Water Street, from the Clarkson estate, and paid \$550 for the three. These lots are now Swartz Bros., Chess Bros., and the B.C. Fruit Co. warehouse sites. Father died at Kamloops, 7<sup>th</sup> February, 1907, and is buried Mountain View Cemetery; Mother died April 20<sup>th</sup>, 1939."

**M.A. MACLEAN. THE FIRST CIVIC ELECTION. 3 MAY 1886. GOLD'S BUGGY.**

"MacLean was practically unknown; against him was Alexander of the Hastings Sawmill; Alexander was the 'big stick' of the mill. My father worked hard for MacLean, and that commenced a lifelong dislike of Alexander for my father. When MacLean was elected the people were so elated that they took my father's buggy, put MacLean in the seat, got in the shafts themselves and hauled him all over what there was of the little town, 'round and 'round Cordova Street and Water Street. MacLean was sitting in the buggy all by himself, looking wise and smiling. It was not dark, as far as I can recall; it was summer time."

**THE FIRST VOTERS LIST.**

"We had a lot of tenants living in the house boats in front of those Water Street lots I had just told you belonged to us; they all voted; they were entitled to vote. I see in recent daily papers that there were ten wards; that is not correct; there were no wards. Just ten aldermen elected at large."

**ROBSON STREET AT HOWE.**

"I bought the southeast corner of Howe and Robson in 1891 before Robson Street was a street; where we had a little one-storey bungalow with the wide verandah around it and the big green lawn fenced in, in front. I paid \$10,000 cash for it, 120 feet deep to the lane and 100 feet on Howe Street."

**REEVE OF SOUTH VANCOUVER.**

"Yes, I was chairman of finance, South Vancouver, in 1914, and Reeve in 1915."

**COPY, LETTER, 10 JANUARY 1937, MRS. DAMES, DAUGHTER JOSEPH GONSALVES (ONE OF THE THREE "PORTUGUESE JOES" OF "GASTOWN"), PENDER HARBOUR, TO CITY ARCHIVIST, J.S. MATTHEWS.**

Pender Harbor,  
January 10<sup>th</sup>, 1937.

Dear Sir:

I received your letter inquiring about the people buried at Brockton Point.

Can't really tell you how many, but can give you a few who I know. Mr. Peter Smith's daughter; Mr. Tom Drumfield that used to carry the loggers to the camp at Howe Sound. Mrs. McFee had two daughters, but could not give you just the date; it was around the year of 1874.



And, on Dead Mans Island was Mr. John Baker. There are others, but could not give you their names; they were before my time.

Hoping this will be of some help to you.

Yours truly,

Mr. Joseph Gonsalves  
Pender Harbor

Note: the letter is not in the handwriting of Mr. Joseph Gonsalves, but probably in that of his daughter, Mrs. Dames, to whom the enquiry was addressed. JSM.

**MEMO OF CONVERSATION WITH GOON LING DANG, CANTON ALLEY, PENDER STREET WEST, VANCOUVER, WHO HAS TRADED FOR MANY YEARS AS "JUNG KEE," A TRADE NAME, 6 AUGUST 1936.**

The interest in this elderly and very polite Chinaman is that he is probably the earliest Chinese resident of Vancouver now living. Also, that his first wife, a daughter of Wah Chong, the only Chinaman listed under "Burrard Inlet," Williams Directory, 1882-3, was probably the first Oriental school pupil in Vancouver, as she attended the Hastings Sawmill School.

**WAH CHONG. GOON LING DANG. "JUNG KEE."**

Mr. Goon said, in moderately good English, but by no means fluent: "I first came to British Columbia from Canton in 1877; fifty-nine years ago. I came over in a sailing ship, and we were fifty-six days on the trip; just a small sailing ship about two-hundred feet long. I don't know why I came; I was just a young fellow, about eighteen, and wanted to go somewhere; they said Victoria was a good place to go. The fare was thirty-eight dollars, which I borrowed. When I arrived at Victoria I found it just a small place, very small place, and I had friends there. There was only fifty dollars to pay" (query: did he say that or was he referring to 1885) "then" (Chinese immigration tax) "and my friends gave me work in a laundry, washing by hand.

"Then in 1885 I came over to Vancouver, and have stayed here ever since. There are older Chinaman in Vancouver, but I do not know of one who is my age, seventy-seven, who has stayed here all that time.

"Yes, that's right. I married Wah Chong's daughter; Wah Chong had two daughters and three sons, one daughter my first wife, other daughter in China, I don't think she come back; of his three sons, one died, other two in Winnipeg. My wife died about fourteen years ago. She was the mother of our only son and only daughter. My son, same name as me, Goon Ling Dang, works in the *Chinese Times* newspaper, Carrall Street; my daughter lives on Georgia Street.

"Then I married again, and my second wife has six daughters and one son.

"I was here during the big fire in 1886; everyday I see Vancouver grow bigger and bigger.

"Jung Kee is not my name; just a store name. I have a store on Dupont Street in the old days, but the Great Northern buy the whole of it for their railway station. Not much business now. One time quite a lot of business, but no one got any money now."

**MEMORANDUM OF CONVERSATION WITH W.A. GRAFTON OF 542 WEST 63<sup>RD</sup>, FORMERLY OF GRAFTON BAY, GRAFTON LAKE, BOWEN ISLAND, AND ETC., 20 MAY 1937.**

**EARLY PILOTAGE.**

"At the first going off the pilots were fighting each other" (Mr. Grafton means the pilotage of ships to the Hastings Sawmill, and Moodyville Sawmill, as he first recalled it about 1887) "for business. The pilots lived in Victoria, and came over from Victoria and hired a boat from Andy Linton's" (at the foot of Carrall Street), "and went out into English Bay to meet the ships, sometimes ships coming in under their own sail, but mostly all with American tugs; the pilots would 'speak' the ships off Point Atkinson or Point Grey, and the first pilot got it. Sometimes the pilot rowed himself; sometimes hired a man."

### **PILOT SLOOP CLAYMORE.**

"Then they amalgamated, and had the sloop *Claymore* built in Victoria, and lived on her, one pilot at a time, lying off Point Atkinson and Point Grey waiting for ships. They used to come over from Victoria. I know; I worked seven years for them.

"The pilots lived in Victoria for a time, then they came over to Vancouver to live; only one pilot was on the *Claymore* at a time; one pilot came over from Victoria and stayed a week."

### **PILOT BOAT ARIEL.**

"In the amalgamation there was a second boat, the *Ariel*, used as a spare; they kept her in Victoria, and after a time they brought her to English Bay and sold her to a fisherman."

### **PILOTAGE. SKUNK COVE.**

"Then later the Balfour Kers, who had bought Skunk Cove from Flowlander who preempted it, and who sold to Caulfeilds; then Balfour Kers gave the pilots the privilege of building the pilot house." (See photo.)

### **EAGLES.**

"The lone tree known as 'Dead Watch Tree' on which the eagle sat was on the rocks off Point Atkinson, where the Indians laid their dead in boxes or canoes on the surface of the rocks."

### **NAVY JACK'S POINT.**

"When coming in from outside, that is, Bowen Island or Howe Sound, we" (sailing sloops) "always made for 'Navy Jack's Point.' There were no lights in those days at night, and after reaching 'Navy Jack's Point' it opened up the fire on the Hastings Mill slab pile, and we made for that."

### **GREBE ISLANDS. "DEAD WATCH TREE."**

"We did not call them Grebe Islands in early days; we just called them rocks. That was where the Indians buried, not buried, just laid, their dead on the top of the rocks; in boxes or canoes. 'Dead Watch Tree' was on one of those rocky islands at one time; an eagle always on top of it. It was a bare bole; it is gone now."

### **WEST VANCOUVER. BIRD ROCK.**

"The 'Bird Rocks' were right at the entrance of Fisherman's Cove." (Note: to the south.)

### **COPPER COVE. COPPERHOUSE POINT. WHITE BAY.**

"Copperhouse Point is the most westernly part of West Vancouver; the most westernly point of D.L. 430. McInnes, formerly of Deep Cove, Bowen Island, he built his house in White Bay, just a few yards east of Copperhouse Point.

"The exact location of Copperhouse Point was just west of what is shown as White Bay; that was where McInnis settled when he left Bowen Island, where he was the second settler; anyway, at Deep Cove. It was the only point we referred to because McInnis lived there and, excepting Nelson at Eagle Harbour" (on Eagle or Italy Island), "was the only settler on that shore from Point Atkinson to Copperhouse Point. In 1887, Nelson on Nelson Island, and McInnis at Copperhouse Point, were the only two men living between Point Atkinson and Copperhouse Point.

"'Copper Cove'; we never called it Copper Cove; we just called it 'McInnis Place'; his place ran right through from White Bay."

### **CLAYMORE COVE. SKUNK COVE. CAULFEILDS.**

"Claymore Cove. The first settler from Flowlander, long before 1888; he was millwright at the Hastings Sawmill; then, in 1888, his daughter came from Sweden, and lived there, and he used to go down weekends. Then he sold to the Balfour Kers, and they sold to Caulfeilds."

### **CYPRESS PARK. ERWIN.**

"When W.C. Stearman, E.S. Knowlton, O.B. Allan, and Bailey of Bailey Bros. photographers, bought the place from Erwin, they called it 'Cypress'; that was about 1907. Before that Erwin called it Cypress Creek."

### **“DEAD WATCH TREE.”**

“‘Dead Watch Tree’ was on the bare rocks west of Point Atkinson, where the Indians laid their dead on top of the rocks or canoes.” (Note: on or under slabs.) (East and West Islands, or Grebe Islands.)

### **ERWIN POINT.**

“‘Erwin Point’? That’s a new one on me; we had no point called Erwin Point in early days.”

### **GREBE ISLANDS.**

“We did not call them Grebe Islands in early days; we just called them rocks; that was where the Indians buried their dead.”

### **LARSON BAY.**

“One of the Gosses, I think Rich. Gosse, preempted it. Larson had his house on a little bay on D.L. 771, about three hundred yards south of his boundary with D.L. 430.”

### **LOOKOUT POINT.**

“That’s not Copperhouse Point.”

### **FISHERMAN’S COVE. KEW BEACH. S.S. *MERMAID*. NELSON ISLAND. EAGLE ISLAND. NAVVY JACK’S POINT. HASTINGS SAWMILL.**

“I was going in the First Narrows in my sloop, in 1888, and met the old steamer *Mermaid* coming out with all the fishermen, and their lumber on board. In 1887, Nelson on Nelson Island, and McInnis on Copperhouse Point, were the only two men living between Point Atkinson and Copperhouse Point.

“When coming in our boats, sailing sloops, we always made for Navvy Jack’s Point, and when we reached that it opened up the fire on the Hastings Sawmill slab pile. There were no lights at night in those days; no lighthouses anywhere about the Narrows.”

### **ITALY ISLAND. NELSON ISLAND. “CANESSA’S.”**

“Nelson Island, or Eagle Island, was also known at Italy Island; we called it that, also as ‘Canessa’s’ place. Nelson preempted D.L. 772; he was a framer at the Hastings Sawmill. In those days you did not buy any particular spot or place; you just drove your stakes, and did your own surveying, hired your own surveyor. Canessa had a smoke house there, and a big tall chimney on his smoke house. You staked where you liked in those days.”

### **WHITE BAY. COPPERHOUSE POINT.**

“McInnis, formerly of Deep Cove, Bowen Island, he was the second settler on Bowen Island at Deep Cove; Bill Eaton was the first; McInnis preempted D.L. 430, and built his house at White Bay, just east of Copperhouse Point. But the government made a mistake because the land really belonged to Fisher, the bank man of New Westminster; he had a mine there at Copperhouse Point. So the government could not deed the land to McInnis or the fishermen” (Fishermen’s Cove), “and had to buy them out; that is, their improvements.”

### **MURRAY THAIN. ERWIN.**

“Murray Thain, he was the first harbour master. Erwin preempted the land west of D.L. 559, but in those days you did your own surveying, and Erwin staked more than his half mile of shore, and Thain wanted Erwin to move his stake, but Erwin said, ‘I was here first; I drove my stakes first,’ and would not move, so the government to get even with him, took a piece off the back of his land, and created D.L. 583, a funny shaped section at the back of D.L. 582, Erwin’s piece, and Murray Thain did not get his half mile of waterfront.”

### **SHELTER BAY. BALMY BEACH. KEW BEACH. IRWIN BLUFF. “HOLY JOE.” SCHOONER *HOLY TERROR*.**

“Edward Collett preempted it, D.L. 879, but ‘Holy Joe’ lived there. ‘Holy Joe’ belonged to the Salvation Army, but ‘Holy Joe’ got drunk now and again, and had to be re-saved now and again. He” (“Holy Joe”) “built the *Holy Terror*, a little schooner; an awful thing, but it never, sadly, floated; he never launched it; he built it in a little bay in the middle of D.L. 879.

“‘Holy Joe’ used to burn charcoal there. He came to the” (Point Atkinson) “lighthouse one Sunday waiting for the steamer Agnes to come and take his charcoal to the canneries in the Fraser River” (for soldering cans), “and along came the Agnes, and he got on board, and went down with her to his charcoal, and when they got there it was a blazing mass. He had sacked it, and there must have been some hot coals in it, and the wind got up, and he did not have a sack; his whole winter’s work gone. It took him all winter to make that charcoal; there must have been four hundred sacks.”

**MEMO OF CONVERSATION WITH W.A. GRAFTON, 542 WEST 63<sup>RD</sup> AVENUE, FORMERLY OF GRAFTON COVE, NORTHWEST “CORNER” OF BOWEN ISLAND, AND GRAFTON LAKE, BOWEN ISLAND, 8 JUNE 1937.**

**WEST VANCOUVER. KEW BEACH. “HOLY JOE.” *HOLY TERROR*, SCHOONER.**

Mr. Grafton said: “‘Holy Joe’ built the boat *Holy Terror* about 1890, at what we call Kew Beach now; she was quite a good sized hull; about sixty feet long. He was a charcoal burner, and he was going to use her for carrying charcoal; anything at all. He didn’t get the machinery; he had her all ready for the machinery, but some ‘kind’ friend put a fire under her, and burned her up while he was in town” (Vancouver) “getting ‘grub,’ and when he came back she was gone. Nelson, of Nelson or Eagle Island, married an Irishwoman who had a brother Pat. Pat and ‘Holy Joe’ were bad friends, and it was whispered that Pat knew something about the fire. Pat took a shot at ‘Holy Joe’ over something, and put a hole through the plank on which Joe was seated.

“Joe built the *Terror* out of planks and slabs which drifted up on his beach; there was lots of such stuff floating about in those days.”

(Note by J.S.M. And a nuisance it was too; always causing trouble. One would see it floating in the tide, go after it, drag it to the shore, and tie it up on the beach with a string until he had time to cut it up for firewood. It might break loose; a neighbour would see it, and tow it to his place, and then the first neighbour would come along and see it being sawed up, and there would be a row.)

**FLOWLANDER. ERWIN. NELSON. MCINNIS (?). NAVVY JACK.**

“In 1887, the residents of what is now West Vancouver occupied about four cabins. Going west out of the Narrows, the first was ‘Navy Jack’; then King had a cabin next along the shore, but it was mostly unoccupied; then Flowlander was at Skunk Cove on weekends in his cabin; then the next was Erwin at Cypress Creek; then Nelson at Nelson Island, and McInnis at Copperhouse Point; that was all.”

**CYPRESS CREEK. CYPRESS PARK.**

“Walter Erwin called Cypress Park Cypress Creek. Erwin named it that on account of a number of men going in there, and cutting a lot of cypress cedar, which they expected to float out and ship to New York, but the creek was so rocky that when they started to float it out it all broke up and splintered. That was long before I came in 1887; it was even before Erwin was there, but Erwin told me about it, and why it was called Cypress Creek; there was so much cypress in it.”

**LIGHTHOUSE PARK. F.W. CAULFEILD.**

“Mr. Ollason” (Municipal Clerk, West Vancouver, 1915-1930) “amuses me.” (Statement that Caulfeild deserves all the honour that can be given him.) “What really happened was that when Mr. Caulfeild subdivided Caulfeild he told prospective purchasers that the foreshore was reserved in perpetuity for park purposes—I think it was in the agreement—for their benefit. But, after he had sold a lot of home sites, etc., he deeded the foreshore to the municipality, and thereby got out of paying taxes on it.”

**PILOTS. CAPTAIN KETTLE.**

“Capt. Kettle was not a pilot; he was a boatman; he never was a pilot. Ettershank was the first pilot; he had been around English Bay for years, but the first I recall was Capt. Urquhart; the next was Capt. Babbington; then Capt. Robertson, and Ettershank followed him. Then came Capt. Jones, and afterwards Capt. Johnson—he married Hugh Lynn’s sister of Lynn Creek; then came Patterson, and afterwards Bridgeman.”

**NAVY JACK.**

"Miss Wynn, who married Jones of the Tent and Awning company—the old man—kept house for Navy Jack; then she went to keep house for Jones, and afterwards married him."

**GRAFTON LAKE. WHITE WILD SWANS.**

"The white swans used to look very graceful on Grafton Lake, Bowen Island; usually there were three or four of them."

**SEALING SCHOONERS. IONA ISLAND.**

"The sailing schooners built on False Creek were the *C.D. Rand*, the *Thistle*, the *Beatrice*, and the *Vancouver Belle*" (Capt. Harvey Copp); other vessels built there were the *Britannia*, the *Queen City*, the *St. George*, and the *Iona*." (Mr. Grafton omits the *City of Nanaimo*.) "I think Magee married a girl by the name of Iona and named the island in the Fraser after her; actually I don't know."

J.S. Matthews.

**MEMO OF CONVERSATION WITH W.A. GRAFTON OF 542 63<sup>RD</sup> AVENUE, 18 SEPTEMBER 1938, TO WHOM I HAD PHONED TO SAY THAT I HAD BEEN SUCCESSFUL IN GETTING THE GEOGRAPHICAL BOARD TO CONFIRM THE NAME OF GRAFTON LAKE, BOWEN ISLAND, NAMING IT IN HONOUR OF THE GRAFTON FAMILY.**

**GRAFTON LAKE. GRAFTON BAY. TROUT LAKE, BOWEN ISLAND. TERMINAL LAKE.**

Mr. Grafton said: "Well, Grafton Lake was its first name; why they changed it so many times to Trout and Terminal, I don't know. But I'm glad it's Grafton Lake now."

**POINT ATKINSON LIGHTHOUSE. WELLWOOD.**

"Wellwood was the first lightkeeper; I don't remember him; then came Erwin; but I think there was a man before Wellwood; actually don't know. Wellwood left because he could not stand the wash, wash, wash, of the waves on the rocks."

**WORLCOMBE ISLAND. PASLEY ISLAND. WHALE ISLANDS.**

"We used to call that little group of islands the 'Whale Islands,' because they used to land whales there. In 1887, Harry Trim used to have a whaling station there, on Worlcombe or Pasley, but he could not make it pay. I saw the remains of it once when I stopped there. Then he went down to Westham Island, and made himself a lovely little place; his sons are there yet. He had a little schooner he used when he was whaling, and in 1914, when I was passing Westham Island, I saw her drawn up, high and dry, on his place on Westham Island."

**COWAN POINT.**

"Harry Lee was the first settler at Cowan Point; then came Seymour." (See *Early Vancouver*, Vol. 4, Simson.) "They say he was a cousin to Admiral Seymour."

**PORT GRAVES. LONG BAY. EAST BAY.**

"Port Graves; we used to call it Long Bay; then there was Centre Bay, and West Bay. The first two settlers at Port Graves, or Long Bay, were A.R. Davis—he died long ago—father of Davis of Snug Cove, Bowen Island, and Harry Myers; he cleared out. There was a creek at the head of Long Bay which divided them. Both made little cabins of lumber; both set out orchards, and both cut shingle bolts."

**BEAVER. ETTA WHITE. MERMAID. LEONORA. SENATOR. SKIDEGATE. NELLIE TAYLOR. MAGGIE.**

"The *Beaver* used to give us a tow when we were coming up in our row boat from Bowen Island. She was pretty slow, and her paddles made quite a splash. There was really only five tugs on Burrard Inlet then. The *Etta White* was the Moodyville towboat, and the *Mermaid* was the Hastings Mill boat; the *Maggie* was up on the beach, near the store at Hastings Mill; she was done; just a hulk. The *Mermaid* had to take a scow, a small scow, load of wood along with her, she burned so much wood, and she had a big square sail; it all helped to tow the logs; Capt. Bridgeman, the father of the mayor of North Vancouver, was on her. She did practically all the work for the Hastings Mill, except when they hired a tow; then they would

get the *Leonora*, the *Skidegate* or the *Senator*. And then, there was a little open steamer, no deck on her, the *Nellie Taylor*, she ran opposition to the *Senator* on the Moodyville ferry."

**MEMO OF CONVERSATION WITH W.A. GRAFTON, 542 WEST 63<sup>RD</sup> AVENUE, VANCOUVER, FORMERLY OF GRAFTON BAY AND GRAFTON LAKE, BOWEN ISLAND, 1887, AND SKUNK COVE PILOTAGE, NOW RETIRED CITY HALL EMPLOYEE, 4 MAY 1939.**

**DOGFISH OIL. COD. SHARK. HERRING. SNUG COVE. MULES.**

Mr. Grafton said: "I used to fish for shark and dogfish; there was more money in shark than in dogfish; used to sell the oil to the Hastings Sawmill store—it's good lubrication oil—and also to the loggers to grease the skids to help the oxen draw logs on the logging trails; those days it was all oxen, except Moodyville, they had a couple of mules. I used to get twenty-five cents a gallon for it. It takes twelve to fourteen dogfish to make a gallon of oil, that is, using the livers only, but a shark liver will yield five or six gallons. We used to have one hundred hooks on a line, each one baited with a herring; used to catch all sorts of fish on the hooks; cod fish were no good in those days, you could not sell them; too many of them; we used to save what we wanted, and give them away."

**HALIBUT.**

"Halibut! Two were all I ever caught. One time I caught a little one on the line, about ten pounds, right in Snug Cove, Bowen Island; I remember it because it was so unusual. Another time I caught one out in the gulf, off Pender Harbour; it was calm, no wind, but that was a good sized one; it was feeding on crabs; there were crabs in its belly. I don't know about any halibut bank between Bowen Island and Nanaimo; maybe there was."

**POTATOES. DOGFISH OIL. FISH MANURE.**

"I had a sixty gallon sugar kettle, at Grafton's Bay and at Snug Cove, and boiled the fish livers down in a covered place on the beach. I put the fish refuse on the ground in the garden, or ploughed it in my land; we put so much on the garden that I lost all my potato trade. I used to bring my potatoes to town, and so much fish on the land tasted the potatoes. I had regular customers, but they said they did not like their fish and potatoes mixed, and I lost all my trade."

"We would put six hundred hooks—big cod hooks, about three feet apart—on a long line. Then we would coil it in the boat, a Fraser River fishing skiff, and go out off Bowen Island; tie one end of the line to the shore, so that the fish would not take it away, and anchor the other end out in the sea."

"And a herring on each hook. We had a one hundred and sixty fathom herring seine of our own; we could only fish for herring when the herring were running; herring were 'thick' in those days; 'thicker' when they were spawning; Vancouver Harbour was full of them."

**RAT FISH. SHARK.**

"We used to put the line down in the evening, and pick up about daylight in the morning; that was the first thing to do. We got all sorts of fish on the line; quite a few rat fish; they looked like a rat, with teeth sticking right out; we got dogfish, skate, cod, shark. The mud shark used to bite the bellies out of the cod while the cod were on the hook, and the shark would get fouled in the line; the hooks would be in his body. The most sharks I ever caught in one night was four; usually one to four; they were big; the liver alone would fill a ten gallon keg. You see, we used to tie a line to their tails, and tow them ashore, and tie them up to the trees, and when the tide went out, would get busy and cut the livers out."

**BRICKS. CHINESE. DAVID OPPENHEIMER. JOSEPH MANNION.**

"The Chinamen making bricks in Oppenheimer's brickyard and Mannion's brickyard at Bowen Island—both yards had Chinamen working in them—used to come down and cut off the shark fins for a delicacy."

"We hauled in the line in the morning, and it would have on it, perhaps, one hundred dogfish. We put them in the boat, took them ashore, cut the livers out, left the livers stand for about three days to get the oil out, and then put the livers in the kettle, what the kettle would hold; boil them and skin the oil off. Do that several times. It depended on the livers how much oil you got; if the livers were good and fat you would get more."

### **LOGGING OFF THE FOREST. THE GREASER. DOGFISH OIL.**

"You see, in those days, the greaser—the man who greased the skids, or, alternatively, sanded on the down grade—had a cabin to himself; nobody could live with him; too much smell. The greaser would go down the skid road with his dogfish oil in a can, and a swab, and with a wave of his arm and swab, would slap the oil on the skids, first one way, then another, and the oil would splash all over his clothes; he smelt."

### **SALMON. R.V. WINCH. HERRING.**

"Then we used to troll for a salmon; fine fish; and get the magnificent sum of four cents, from Dick Winch, of Winch and Bower.

"My brother and I used to put on twelve hooks each—we used a threaded herring on the hooks—on a six foot line, and catch a fish every time; great big salmon, oh yes."

### **GRAFTON BAY.**

"Of an afternoon we would threadle up—run a line right through a herring's tail and out of his mouth—and we would have a double hook set right in his tail, and then we would start out at Grafton's Bay to fish. Grafton's Bay was a great place for spring salmon in the winter, and we would fish only at sundown and sunrise, and between us—my brother and myself—we would get anywhere from twenty to twenty-five fish, as a rule. Once a herring is mauled by a salmon, no other salmon will touch it, so we had a lot of spare sets of twelve herrings set ready to change the line after each fish was caught.

"You see, catching night and morning, we would take them up to Vancouver right after our morning catch."

Major Matthews: Did you send them up?

Mr. Grafton: (emphatically) "I should say not. Either row or sail up; depended on the weather; if there was wind or not; sometimes we made flying trips, sometimes slow and long.

"You see. If we got eight cents for a spring salmon, and he weighed thirty pounds—we have had them as high as forty—the catch would be worth quite a bit."

### **DEER. GROUSE. HOTEL VANCOUVER. A.R. COUGHTERY. BOWEN ISLAND.**

"You see, I used to sell all the fish and game—deer and grouse—to the Hotel Vancouver at first, or to Coughtery, the butcher, and then I changed over to Dick Winch" (Winch and Bower.) "The biggest lot I ever sold to Winch was thirteen deer and sixty-seven brace of grouse all shot by my brother and myself on Bowen Island, and in two days; deer were 'thick' then. Winch gave me sixty-eight cents a brace for the grouse, and five cents a pound for the deer.

"You could sell the deer only at the opening of the season. After that, you could not sell them; the market was glutted; they did not want them. After the Comox started running, they brought in too many from up north, but you could always sell blue grouse."

### **S.S. COMOX. UNION STEAMSHIP COMPANY. GAMBIER ISLAND. GRAFTON LAKE. KILLARNEY LAKE. TROUT.**

"There were no willow grouse on Bowen Island or Gambier Island, but there were plenty of willow grouse on the mainland. Some of the blue grouse weighed five pounds. And you see, in Grafton Lake the trout were as thick—there was nothing else but trout in Grafton Lake—they were eating each other; I used to catch trout with the tail of another sticking out of his mouth. But that did not last long; too many fishermen came there, and they would take away as many as they could carry. Those days have gone forever.

"In Lake Killarney—the next lake—the fish were mostly all suckers, or the proper name for them, graylings; we called them suckers, and the trout in Killarney Lake were very soft; the lake was shallow, and the water got very warm."

**MEMORANDUM OF CONVERSATION WITH W.A. GRAFTON OF GRAFTON BAY, BOWEN ISLAND, NOW 542 WEST 63<sup>RD</sup>, WHO CALLED AT CITY ARCHIVES CARRYING A HEAVY LOGGING JACK-SCREW, 27 JULY 1939.**

**PARK ROAD, STANLEY PARK. CAPTAIN WESTERLUND. LOGGING SCREW JACK.**

Mr. Grafton said: "Capt. Westerlund, an old time captain who was the third master of the sealing schooner *C.D. Rand*, had a subcontract for the clearing of the Park Road around Stanley Park, and he used this screw-jack for removing logs and stumps on the present park driveway around Stanley Park. When he was through with it, I gave him \$15 for it. Where he got it from I don't know, but it was an old one when I got it, and except for the two bolts, it is exactly as I got it; I think it must have been made by some local blacksmith; I had it rolling logs and clearing land at Grafton Bay, Bowen Island. We hired horses to drag our logs to the water."

**LOGGING OFF THE FOREST. MULES. OXEN.**

Major Matthews: What would you consider a good haul for a string of horses?

Mr. Grafton: "Oxen were the best; they're steady, don't jerk; but we had eight horses to a string team; three big logs; biggest one first, and the others tailing off in size. There was only one string team of logging mules on Burrard Inlet that I ever saw; Moodyville Sawmill had them."

**WEST VANCOUVER. CYPRESS PARK. SKUNK COVE.**

"Captain Westerlund had a place out between Erwin's" (now Cypress Park) "and Flowander was in Skunk Cove. Capt. Westerlund staked east of Skunk Cove, and he did not get his land; Flowander and Westerlund had some dispute over land, and Westerlund did not get it, so he married Flowander's daughter instead. Westerlund did a lot of travelling and traded with the Indians."

**D.L. 559, 582, 583, 771. MURRAY THAIN. LARSON'S BAY.**

"Murray Thain staked D.L. 559; Erwin staked D.L. 582; in those days you drove your stakes, and measured back twenty or forty chains—how you wanted it—back from the water. This was what Erwin did, but the shore line bulged outwards, and that gave him thirty acres more than the hundred and sixty" (preemption.) "Thain, who was next on the east, wanted him to move over a little, but Erwin said he was there first. The land department at Victoria said he had to move, but Erwin wrote back that we were not in Russia and would not move. So the Victoria land office, to get even with him, took 30 acres off the back of D.L. 582, and that is how D.L. 583 is such a peculiar shape."

"There was another dispute of the same sort over the bulge of the shoreline in Pete Larson's preemption D.L. 771, but there was no dispute, and he got a good many acres over the 160."

**NAVY JACK. JONES TENT AND AWNING CO.**

"Old Mr. Jones, the founder of the Jones Tent and Awning Co., was married, the second time to a Miss Wynne" (sic) "and there was a daughter. Both Mr. and Mrs. Jones are dead. When Mr. Jones started, he started up over Creighton & Fraser, ship chandlers, corner Carrall and Water streets, next to the Alhambra Hotel. He had quite a loft."

"Miss Wynne" (sic) "was housekeeper to 'Navy Jack'" (John Thomas) "before she married Mr. Jones; she kept house for 'Navy Jack' at what is now Hollyburn, and in 'Navy Jack's' original home. 'Navy Jack' had an Indian wife and quite a bunch of children, and Miss Wynne was at 'Navy Jack's' while he was up the Cariboo. He died there, and that broke up the Thomas home. Mr. Jones had two sons, at least I knew two, but by a former marriage."

**TEXAS LAKE ICE COMPANY. FIRST ICE.**

"I helped unload the C.P.R. car which came in with the first ice, and put it in the Texas Lake Ice Co.'s shed on Pender Street. Jack Dorman was in charge. It was only thin ice about six inches thick; we unloaded it with tongs at a skid, but it came in without sawdust. But there was sawdust in the ice warehouse."



## **PHANTOM, OR GHOST, NEWSPAPERS.**

### **THE FALSE CREEK RECORD.**

Excerpts, purporting to be taken from the *False Creek Record*, which appeared in one of the Vancouver newspapers (daily), I think the *Province* between approximately the years 1900-1910, were actually not excerpts at all, but were humorous or caustic articles on topical subjects from the facile pen of a versatile reporter. No such paper as the *False Creek Record* ever existed; the excerpts were purely imaginative.

### **THE GASTOWN GAZETTE.**

No such journal ever existed, but just who was the writer who created it I am not certain, but I think Cecil Cotton, son of the Hon. F.L. Carter-Cotton, owner and publisher of the conservative and sedate *News-Advertiser*. Cecil was a pioneer reporter on his father's paper, and subsequently, when that journal ceased, on the reportorial staff of the *Province*, and I think it was whilst serving on that excellent journal that he invented the *Gastown Gazette* as an imaginary source from which to "extract" items which actually were his own recollections of early days. And, he found lots of amusement in those recollections, as I well know from conversations we have had.

## **FROM B.C. YEAR BOOK, 1911-1914, R.E. GOSNELL.**

Page 308, "Wapiti or American Elk": "At one time wapiti were more or less numerous all over the mainland, even where the city of Vancouver stands today, but probably some severe epidemic exterminated them."

Mr. Gosnell evidently overlooked that, with the entire surface of the land covered with forest down to the water's edge—the branches at high tide almost lapped by the sea—there was no grass; consequently there was no cattle, and lacking cattle, there was no beefsteak, and Cariboo miners, Royal Engineers, and settlers liked beefsteak as much as we do. An elk is much like a cow; pastures in the open swamps, and were easily shot down by Indians armed with old rifles, guns, and their carcasses readily sold to the beefsteak hungry settlers. Their horns lying in the swamps of Vancouver and Burnaby in the seventies, tell the story. Chief Capilano got thirteen in one day at the head of False Creek, and shipped their carcasses to Victoria.

## **MEMORANDUM OF CONVERSATION WITH WALTER E. GRAVELEY, AT HIS OFFICE IN THE 500 BLOCK BURRARD STREET, 13 DECEMBER 1935.**

Mr. Graveley bought the first lot of land from the C.P.R. which the C.P.R. sold in Vancouver, but it was bought long before the open sale of land. (See *Early Vancouver*, vols. 2 and 3.)

### **THE FIRST CANADIAN PACIFIC RAILWAY LAND SALES. W.E. GRAVELEY. FERGUSON BLOCK.**

City Archivist (JSM): Mr. Graveley, you told me once about some persons sitting up half or all the night waiting to be the first at the C.P.R. land sale at the Ferguson Block on the southeast corner of Powell and Carrall streets. Tell me again?

### **C.D. RAND. F.C. INNES. J.M. LEFEVRE. R.G. TATLOW.**

Mr. Graveley: "Ferguson had his hand on the handle of the door; Ferguson was first; Dr. LeFevre was second; F.C. Innes was third; then came R.G. Tatlow; C.D. Rand was next, and I was behind C.D. Rand. The first three, Ferguson, Dr. LeFevre, and Innes had sat up all night in Ferguson's office in the same block; the Ferguson Block was the wooden block on the corner of Carrall and Powell streets, where the C.P.R. had their first offices in Vancouver; we were waiting for the C.P.R. office to open; that was why we were there; there was no rush; we just walked in when the office opened that morning; Ferguson was first; he had his hand on the handle of the door. Of course, the lot I bought—the one on the corner of Carrall and Oppenheimer streets, where the Oyster Bay Café is now—was bought by me before the fire." (Note: this is confirmed by Mrs. Dr. LeFevre. J.S.M.)

### **HASTINGS STREET AT GRANVILLE, 1890.**

City Archivist: What is this photo, Mr. Graveley, I got it from the Provincial Archives, Victoria?

Mr. Graveley: "This is the Leland Hotel; this is the wooden crossing to the Haddon Block, afterwards the Leland Annex, now the Famous Suit and Clothing store; I think Innes, F.C. Innes, built the next two-storey office building, and the little cottage was built either by, I think, F.C. Innes. He lived there until they built in the West End. It was afterwards moved just east of the St. James Church on Oppenheimer Street" (Cordova Street East); "it was there a year ago." (See photo P. Str. 29, N. Str. 62.)

### **MEMORANDUM OF CONVERSATION WITH WALTER E. GRAVELEY, 13 MAY 1936.**

#### **EARLY C.P.R. STEAMSHIPS. R.M.S. *ABYSSINIA*. CHINESE BONES. EXPORT OF SHINGLES.**

Mr. Graveley said: "The first return cargo the first C.P.R. Oriental liner took out was a few bundles of shingles, and some Chinese bones. Capt. Wallace was commander of the *Parthia*; an austere man."

#### **SIR WILLIAM VAN HORNE. MRS. TILLEY OF THE FAMOUS STATIONERY STORE, CORDOVA.**

"The only time I saw Sir William in Vancouver was when he took Mrs. Tilley of the book store to supper at a Hotel Vancouver ball. Tilley had a daughter, she married a Mr. Beck, still living, but a widow. Mr. Beck I think was a judge in the North West Territories."

#### **THE NAME "VANCOUVER." STANLEY PARK.**

"In September 1884, I put an advertisement in the *West Shore* periodical, published in Portland, Oregon, and in it, I think, there is something that the city would be called 'Vancouver.' I was in partnership with F.C. Innes at the time, and we published an advertisement describing the city, saying that prospective investors would do well to look into it; that the port had the advantage in distance from Yokohama over United States ports; that the Imperial Reserve would be turned into" (Stanley) "a park, etc. The ad was headed 'COAL HARBOUR.' You will find all about it in Judge Howay's *History of British Columbia*, Biographical Section" (under biography "W.E. Graveley.")

Mr. Graveley promised deposit slip for first lot purchased in Vancouver.

Here John Morton, Sam Brighthouse, Wm. Hailstone settled. 1862. Afterwards Spratt's Oilery. Cottage (white) probably Morton's old cottage. Tall dark bldg is Oilery bunkhouse built 1883-1884. Cottage on right, built circa 1882, is still standing, 1944. S. Hastings

Observe how thoroughly land cleared of slumps. Lots of boulders remain. This was where second fire of Vancouver midsummer, 1867 took place.

J. S. Matthews. 1944

<p>Here John Morton, Sam Brighthouse, Wm. Hailstone settled. 1862. Afterwards Spratt's Oilery. Cottage (white) probably Morton's old cottage. Tall dark bldg is Oilery bunkhouse built 1883-1884. Cottage on right, built circa 1882, is still standing, 1944. S. Hastings</p>	<p>J.D. Townley Asst to Sup. C.P.R. S.E. cor. Hastings and Burrard.</p>	<p>F.C. Innes real estate N.E. cor. Hastings and Burrard.</p>	<p>D.E. Brown Freight Agt. C.P.R. S.W. cor. Hornby St and Burrard.</p>	<p>W.F. Salisbury Treasurer C.P.R. 824 Hastings. S.E. cor. Hornby St and Burrard.</p>	<p>A.G. Ferguson 815 Hastings St Ferguson Pt. Station N.W. cor. Howe St. 801 Hastings.</p>	<p>Residence, Harry Abbott, Sup. C.P.R. N.W. cor. Howe St. 801 Hastings.</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------	---------------------------------------------------------------------------	------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------

Observe how thoroughly land cleared of slumps. Lots of boulders remain. This was where second fire of Vancouver midsummer, 1867 took place.

J. S. Matthews. 1944

↑  
Hornby St  
not opened.

Burrard St  
Dunsmuir

↑  
Pender St  
Ravine creek.

↑  
Hastings St  
Pender St.

↑  
"The Bluff"  
Hastings St.

↑  
The Mission  
(Indian)

Vancouver. 1887. "C.P.R. Townsite", circa June 1887, from first Hotel Vancouver. Here Badminton Hotel built. Howe St  
de Wolf, Burpee, & Jap consul lived here. City Archives.

Photo presented to City Archives, Apr. 1944, by Willson E. Knowlton.

House S.E. cor. Dunsmuir. Built by Horrobin from left over lumber Hotel Vancouver. Wm. Gickmay lived there 1888. Mayor Maclean died there 1895.

Item # EarlyVan\_v4\_027

**MEMO OF CONVERSATION WITH CAPTAIN THOMAS SALTER GUNS, MASTER MARINER AND PILOT, NOW RESIDENT FOOT OF LOZZELL'S AVENUE, BURNABY, MEMBER, VANCOUVER PIONEER'S ASSOCIATION, 14 MARCH 1939.**

**HASTINGS SAWMILL, 1883. CHRISTMAS, 1883. BARQUE *HIGHLAND GLEN*.**

Capt. Guns said: "Christmas Day, 1883, was the same sort of a Christmas Day as in 1938; a beautiful clear warm day; almost like June. I was an apprentice on the barque *Highland Glen*, loading at the Hastings Mill.

"As it was such a beautiful fine sunny day, the mate said to 'loosen canvas'; because it was such a nice day. So we let all the sails loose, and they hung in the still air and sunshine. But when it came evening, the sails were not dry, so the mate said to leave them; leave them all hanging from the yards until morning.

"Well, Monday morning 1883 was just such a Monday morning as followed Christmas 1938, and at five a.m. everyone was called out to make all canvas fast. It was blowing hard; snow, sleet and cold. I was just about sixteen, and when I climbed aloft and put my hands on the cold iron of the yards, the skin was 'burned,' and the skin felt as though it would come off."

**SPRATT'S OILERY. SPRATT'S ARK. "THE BLUFF."**

"On Christmas Day I took a walk on the trail which led westwards from the mill. Of course, it is rather hard to say now, exactly, where I got to, but it was such a beautiful fine day that when I got a good long way along the bluff to where the Marine Building at the foot of Burrard Street is now, I turned to look over the inlet, sat resting on a log somewhere above Spratt's Ark—Spratt's Ark was floating near the beach below me—and looked at the few white clouds, the blue sky, and the sun shining on Brockton Point. The scene is very much impressed upon my memory; I was young; it was a day off the ship; a day off in the forest's silence; all by myself, and I have often seen the scene in my mind's eye since.

"And, while I was looking, out from behind Brockton Point came an American sailing ship with *cotton* canvas. She was being towed through, but she looked so pretty with her white canvas, almost pure white, and scraped yards and masts" (wood in natural finish, varnished) "and her white canvas all lashed up in gaskets, white and neat; I say she was an American ship because, in those days, American sailing ships used cotton canvas, which was white in colour, but British and other ships usually used hemp canvas, which is greyish, and not so pretty to look at."

**MORTON'S CLEARING. HERRING.**

"I don't remember much of an oilery clearing; I recall the log, along top of the cliff, on which I sat, but I am convinced there were no buildings there then, other than the oilery, and I have asked Mr. W.R. Lord about it, and he says the buildings above the oilery were built in 1884, so that explains why I did not see them; the clearing must have been very small, or I would have seen them.

"A few days afterwards we went down to 'Spratt's Ark' in the ship's boat; the mate and two apprentices; we went down to get two barrels of herring at Spratt's Ark; at that time Spratt's Ark was anchored off the 'Oilery,' and had a big house on her. We went to get the two barrels of herring. It was a very frosty morning; there was frost on the thwarts, and we two apprentices wanted to stand up and push our oars, but the mate said sternly, 'You boys sit down,' and so we sat down on the frosty board of the seat, and I recall how cold it felt" (laughing); "I can feel it still.

"We afterwards had that salt herring to eat; it was served out to us; we were short of salt beef; we were bound for Valparaiso; and good and salt it was, too; more salty than salt beef.

**GRANITE. GRANITE FALLS. S.S. *RAINBOW*. S.S. *COQUITLAM*.**

"We got the herrings off the 'Ark,' she had a great big housing all over her then, and looked altogether different to this photo here of her as flagship of the Dominion Day 1890 yacht races." (See photo C.V. P. Bo. 163.) "That white looking material on her deck in this photo is rock; she got rock up the North Arm at one time. Other times she went to Victoria under her own steam. Wm. Summerville was the engineer on her; he was afterwards on the *Rainbow*—not the warship—at that time she ran up to the Gold Claims at Shoal Bay in the early 1890s. The Union Steamship Company put the *Coquitlam* on to run to the Skeena

River, so in retaliation Captain Johnnie Irving, of the Canadian Pacific Navigation Co., put the *Rainbow* on the run from Vancouver to the logging camps around Shoal Bay. The C.P.R. Company had been running the *Sardonyx* and the *Princess Louise* to Skeena."

#### **SHANGHAI-ING SAILORS. DEPARTURE OF SAILING SHIPS. C.P.R. CONSTRUCTION.**

"It was the custom, when ships finished loading at Hastings Sawmill, to anchor them out in the stream, and as they left the wharf, the other ships in port dipped their flags when the tug came for them to take them to sea.

"Well, there was an American ship in port, and a Nova Scotian ship, and when we, the *Highland Glen*, went out to anchor, the two ships would not, actually refused, to dip their flags. The men had skipped out to the C.P.R. construction camps—they were building the C.P.R. at that time. In those days the sailors all came from Port Townsend; you couldn't get any here; the tug brought them up when she came for the ship. We apprentices found out that our captain would take five men only—the mate told us on the quiet—that would be seven hands in all and we wanted twelve.

"So my companion apprentice and I went on the Nova Scotian and on the American, and we said to them, 'Why don't you come with us; why don't you come on a limejuicer'; they called the British ships 'limejuicers' because they served out lime juice every day. 'We got a better ship.'

"So they said, 'How can we get?' And we replied, 'Leave that to us.'

"So the cockney—that was the other apprentice—and I got two men, and hid them. We went over one night and got one off one ship, and one off the other, and we took the two men down to some shacks, or cabins, or guests' houses, or whatever you call them; they were used by Indians and loggers to sleep in, down by where the Ballantyne Pier is now, and the next morning the two men were missing, one off the American ship, and one off the Nova Scotian, and the masters of both ships went to the police, Policeman Jonathan Miller.

"Well, Jonathan Miller, the constable, he came on board the *Highland Glen* and he could not find the two men; he searched and searched, but the men were not there; why? Because they were down in the shack.

"So, the following morning the tug came, and just before daylight, I approached the mate, and asked him if we could have the boat. I suppose he thought it queer; we were just about to sail, and perhaps he thought we two apprentices might run away; anyway, we got the boat. We took the boat, and the tug came with the five men from Port Townsend, and the two we got made seven. So, that's why the American and Nova Scotian ships did not dip their flags to us."

#### **CAPT. W.H. SOULE.**

"Many years after I met Capt. Soule, who loaded the ships at the mill, and I asked him if he remembered the *Highland Glen*. And he said, 'Yes, very well,' and then Capt. Soule continued to say, 'I went into the Hastings Mill Store and I got a flag, and I put it on a piece of 2 x 4, and I stood it up on top of a lumber pile, and I dipped that flag to the English ship, and I did that because the others would not.'"

#### **WILLIAM HAILSTONE OF BURRARD INLET.**

Westgate,  
Bridlington.  
March 7—1936.

Dear Mabel:

Following up our correspondence of nearly a year ago, I went further into the matter of the Hailstone family with Mrs. Wilburne of Lansdowne Road and obtained a great deal more information. I hope I am not too late, but since then so much has happened and for months I have had nothing but trouble and I had no time for things like that. So I must ask you to forgive the long delay.

I am indebted to Mrs. Wilburne for the enclosed very interesting photograph of the 3 Vancouver pioneers of 1882 [*sic. 1862*], you will see Mr. Hailstone in the center: also for the enclosed cuttings of newspapers, the one "who owns the earth" is especially interesting, the 3 men in the photograph are all mentioned therein.

William Hailstone died in Newcastle on Tyne: Mrs. Hailstone, his wife, whose name was Kate Wilburne, is also dead. Of their two daughters, Dora died in Scarborough, the other one Maud is married and living in Norwood, London S.E. Her married name is Prescott. Mrs. Hailstone's sister Esther married a man named Arkle [*sic. Arkell*] in British Columbia.

This in addition to what I sent you before, is all the information I have been able to glean. I do hope it is not too late to be of some use to your brother in Vancouver. Hoping you are keeping well this terrible winter. With very kind regard.

Yours sincerely,

Walter L. Wentworth.

Mrs. Wilburne was Mrs. Hailstone's sister-in-law. Walter L. Wentworth of J. Wentworth and Sons.

**MEMO OF CONVERSATION WITH CECIL F. COTTON, 2377 SOUTHWEST MARINE DRIVE, SON OF HON. F.L. CARTER-COTTON, OF *NEWS-ADVERTISER*, 10 MARCH 1933.**

**DEADMAN'S ISLAND. WILLIAM HAILSTONE. JOHN MORTON.**

Mr. Cotton: "Hailstone told me himself that 'the government tried to "push off" Deadman's Island on them, but they would not take it.'

"Of course, at the same time, he admitted to me they had made a mistake."

J.S. Matthews.

**CITY HALL IN THE TENT, 1886.**

**ALDERMAN L.A. HAMILTON.**

Alderman L.A. Hamilton has stated somewhere, I think in Toronto newspapers—one of them—14 June 1936, in an interview on the occasion of the Golden Jubilee of incorporation of Vancouver, that it was he who got a paint brush and some black paint, and daubed the words "City Hall" on a board, and then had it nailed on the tent pole of the "City Hall," in tent, at the foot of Carrall Street, a day or so after the Great Fire of June 1886.

J.S. Matthews.

**CITY HALL, THE FIRST CITY CREST.**

The same newspapers record that L.A. Hamilton designed [the] first crest of the city.

**THE NAME VANCOUVER.**

Excerpt, *Vancouver Weekly Herald*, Friday, 2 April 1886.

On Saturday, after the news of the incorporation bill having passed its second reading under the name VANCOUVER was received, a general feeling of satisfaction was apparent. All the bunting that could be procured was hoisted, and the captain of the "Frank Carvill" (Mr. Champan) at present in the harbor, dressed ship. The "Robert Kerr" also put on a holiday appearance.



Exact location:- north corner of Lots 22 & 23, Block 251, D.L. 526, south side Fourth Ave, 100 yards east of east side of Granville St South.  
 Photo by L. A. Hamilton, 1886, presented 1940, by Mrs John Leask, Collingwood Ont City Archives. J.S.M.

L. A. Hamilton's Camp, False Creek, 1886. Block 251, Fairview, looking (camera) south. The exact site was on south side of Fourth Ave, one hundred yards east of the east side of Granville St South, and on the west bank of a creek flowing in a ravine. John Beatty, squatter & bullpuncher, with his Indian wife, had lived in one of these board & batten side, cedar shake roof shacks, but in 1886, occupied by Mr Hamilton, widower, his daughter Isobel, born Oct. 3, 1880, and his sister, Miss Hamilton, later Mrs John Leask. Here the Hamiltons took refuge from devastation. Great Fire June 13, 1886. George Cary towed them across, "Louie" tended camp; a skid road lead, south on the left; False Creek, slightly below, was in front. Canoe, paddles, swing for child, rustic seats, water from nearby creek in pipes (from) observe old cedar log foundation, of old cabin. Wire & telegraph pig on tree may be clothesline. Miss Isabella J. Hamilton, (Mrs John Leask) L. A. Hamilton's sister, with his motherless daughter on her knee, Isobel, and John Leask, seated. See map "C.P.R. Town site," on rollers, issued by A.W. Ross & Co., presented by H. R. Bray. See two companion photos, (1) Miss Hamilton in canoe, (2) log skid road & 2 logs, at back of cottage which is partly concealed in trees.

*[photo annotation:]*

L.A. Hamilton's Camp, False Creek, 1886, Block 251, Fairview, looking (camera) south. The exact site was on south side of Fourth Ave., one hundred yards east of the east side of Granville St. South, and on the west bank of a creek flowing in a ravine. John Beaty, squatter and bullpuncher, with his Indian wife, had lived in one of these board & batten side, cedar shake roof shacks, but, in 1886, occupied by Mr. Hamilton, widower, his daughter Isobel, born Oct. 3, 1880, and his sister, Miss Hamilton, later Mrs. John Leask. Here the Hamiltons took refuge from devastation, Great Fire, June 13, 1886. George Cary rowed them across, "Louie" tended camp; a skid road led south on the left; False Creek, slightly below, was in front. Canoe, paddles, swing for child, rustic seats, water from nearby creek in pipes (iron); observe old cedar log foundation of old cabin. Wire & telegraph peg on tree may be clothesline. Miss Isabelle J. Hamilton, (Mrs. John Leask) L.A. Hamilton's sister; with his motherless daughter on her knee, Isobel, and John Leask, seated. See map "C.P.R. Townsite," on rollers, issued by A.W. Ross & Co., presented by H.R. Bray. See two companion photos (1) Miss Hamilton in canoe, (2) log skid road & 2 logs, at back of cottage which is partly concealed in trees.

Exact location: north corner of Lots 22 & 23, Block 251, D.L. 526, south side Fourth Avenue, 100 yards east of east side of Granville St. South.

Photo by L.A. Hamilton, 1886, presented 1940, by Mrs. John Leask, Collingwood, Ont.

City Archives. J.S.M.

## **[LETTERS FROM L.A. HAMILTON.]**

Lorne Park,  
15<sup>th</sup> August, 1935

J.S. Matthews Esq.,  
City Archivist,  
Vancouver.

Dear Major Matthews:

Your interesting letter of the 19 July received. An extra pressure of business has delayed reply. The sketches I sent you were done chiefly as a matter of personal enjoyment, at the same time, having in view the change of scene that the landscape would undergo in preparation for the Great City which would come shortly into life. Also made at the request, with others, in answer to a letter from Frank Leslie's magazine asking for views to be published in that magazine—my work that I sent was accepted and paid for. By the way did you receive from me a sketch of the entrance to the inlet showing the S.S. "Beaver" passing through? There was a special interest in this work for year or more after I made the sketch, "The Beaver" was wrecked at the very place where I sat when making the drawing. I always felt that it was a great mistake that the City of Vancouver hadn't removed the wreck to a site in Stanley Park. It would have been a matter of great interest to sight-seers to see the hull of the first steamship that navigated on the Pacific Ocean, coming out as she did all the way from England under her own sail and steam. If I did not send it to you, it has got mislaid somewhere, either in our home here, or was lost in the mail. We had a case on somewhat similar lines at my old home at Collingwood. A gun boat, "The Nancy," was sunk during the war of 1812, to prevent her being captured by the Americans. A few years ago the wreck was discovered under several feet of water. The municipality went to the expense of raising her, putting her up in the park along side and now she is a great attraction to tourists both British and American. I had a number of trips back and forward between Victoria and Vancouver on the "Beaver," was, consequently, attached to her and was sorry to hear that she had been left where stranded and taken away piece by piece. Glad to hear that progress is being made towards celebrating the 50<sup>th</sup> Anniversary.

Yours sincerely,

L.A. Hamilton.



Watercolour was received and framed.

Kissimmee,  
27<sup>th</sup> April, 1936.

Dear Major Matthews:

I have been very neglectful in answering the two letters you sent me concerning chiefly the naming of the streets in Vancouver, the fact is I have been under Doctor's orders to do as little brain work as possible. I think I informed you that I had shortly after coming down here a serious collapse due to some breaking down of some nerve brain. My memory has failed me considerably, and it is hard to remember the names of those I have been meeting here and many of the old ones have been blotted out entirely. It is therefore impossible now to hark back to the days when I named the streets of Vancouver. one must not forget that a hard and fast contract was made between the Govt. of B.C. and Railway Company to make a complete plan of the new City taking in the large plot granted by the Govt. running down to the North Arm. Lot 185 owned by Brighthouse & Co., the Village of Granville, and the property running down to the Hastings Mill known then as the 85 acre steal; this of course carried with it the naming of the streets. I had a free hand in the property lying south of False Creek so there I was able to adopt the modern system of naming the avenues 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> etc., and the streets I called after trees as Alder street, Birch Street, Cedar Street etc, preserving them as *[sic]* much as possible according to the arrangement of the alphabet. In order to accomplish this work and have the plan registered in the Registry Office at the date fixed, I think I had about 3 weeks to do this. It meant day and night work to fill the bill. I cannot remember the reason for adopting Eveleigh, Melville or Seaton. If I had the map before me I might come conclusion. I was acquainted with Nicola in "upper" B.C.; whether the name was adopted for that reason entirely, or partially a compromise between Nicola and Nicolas Hamilton, my grandfather, who was commonly known in the Hamilton clan as old Nic.

I was heartily congratulated on the 6<sup>th</sup> of April from several sources by telegram etc; none from Vancouver. No doubt you saw the notice of congratulation contributed to the columns of the "Mail and Empire" by Fred Williams, one of its special writers. In connection with that I received the following telegram:

"Toronto 6<sup>th</sup> April, 1936

"Fred Williams voices publicly our sentiments in the 'Mail and Empire' this morning; this is his and my greeting to the sole surviving father of Vancouver's 50th birthday. Come home in good shape to be the central figure at the Jubilee this summer.

"E.H. Banks, C.P.R. Press Representative."

I cherish above all a long message of congratulation from the President of the C.P.R., Sir Edward Beatty. We had a hard fight at Victoria to gain the name Vancouver. I fancy the old opposition to it has died out.

I received a notice today that a Jubilee programme is being sent to me at your request. I leave here on the 7<sup>th</sup> of May for Toronto, my address therefore after that date will be Lorne Park, Ont.

Sincerely yours,

*[signed]* L.A. Hamilton.

Note: L.A. Hamilton headed the poll at first election.

J.S.M.

**VAN HORNE RETURNS TO EASTERN CANADA OVER C.P.R. LINES UNDER CONSTRUCTION,  
AUGUST 1884.**

Copy of letter, ex-Alderman L.A. Hamilton, C.P.R. Land Commissioner, Vancouver, and now, 1936, the sole survivor of the first City Council of Vancouver.

Lorne Park, Ont.,  
14<sup>th</sup> June, 1936.

Dear Major Matthews:

Yesterday the anniversary of the Great Fire at Vancouver brought the harrowing scene very much to my mind. The Toronto paper, "The Mail," "The Telegram," "The Star" all asked for personal interviews, the "Mail and Empire" going so far as to send a special reporter and photographer to interview and photograph. IN these hurried interviews there are always some minor mistakes; that goes as a matter of course. I am sending some of these which I clipped yesterday from the press.

In a former letter you asked me for the date of Van Horne's arrival in Victoria; the date is 4<sup>th</sup> August 1885; you know of course that he came over to Vancouver, and went overland on the line of the C.P.R., then under construction. Mr. Beatty and myself arriving late in January 1886. *[Note by JSM: Obviously an oversight in date, for he has dated his seven paintings of Burrard Inlet scenes from 1883 to 1885.]*

I cannot say definitely whether any of the steamers went up to Port Moody after it was definitely settled that Vancouver was the terminus.

Mrs. Hamilton asks me to thank you for your interesting letter of the 17<sup>th</sup> May.

My sister, Mrs. Leask, was with me on the 13<sup>th</sup> so we had long talks over the big fire, and the second threat when she and my daughter with many others were transported by boat to Moodyville. My house at the corner of Granville and Hastings was in process of construction; we saved it with great difficulty.

I am sorry to say my doctor has laid a heavy embargo on me. I must refrain from work; and rest, avoiding undue excitement, etc. etc. With this before me the chances of my getting to Vancouver look very slim.

Sincerely yours,

*[signed]* L.A. Hamilton.

(See Photo P. Str. 17, N. Str. 5.)

**[LETTERS FROM L.A. HAMILTON.]**

Lorne Park, Ont.,  
14<sup>th</sup> July 1936.

Dear Major Matthews:

We have been labouring under the hottest spell of weather for a week, the hottest I have ever experienced, the thermometer rising to 106 degrees. I have in my time spent many weeks in deserts of Egypt; but they were cool in comparison with the ones we have lately (enjoyed?) This must be my reason for not replying to your letter of the 24<sup>th</sup> ult.

I have not seen the new City Seal so cannot say whether I think it superior to the one I designed many years ago. I have a very distinct recollection about framing the first one. The matter came up at one of our council meetings, whether that was before or after the "Fire" I cannot say, and as I was the only draughtsman or artist in this council, the lot fell to me to do this work. This was the time when the C.P.R. had reached the coast, and when the first ships had

arrived. Our industry at that time was lumbering and fishing (Spratt's Cannery was then in existence). These conditions relating to land and water showed that our future prosperity depended on them. So I drafted the sketch and gave as the Motto "By Sea and Land We Prosper." The first draft I made expressed it in Latin "Per Mare Per Terra" etc., etc. I submitted both at the next meeting of council with the result as I expected, the English carried. I think it was in the mind of some of the aldermen that they did not think, the "Mare" (Mayor) should be put in alone without the aldermen being coupled. So as I did not know the Latin for "aldermen" I had to stick to the plain English. Who engraved the crest I cannot say; the work would most likely be done in Victoria. It would be rather interesting to find my old drawing. Some of our early aldermen had not seen a great deal of the world. I call to mind when we were consider[ing] a proposal to have the City Hall lighted by electricity. The company soliciting the business, installed a 16 candle power light. Alderman Humphreys, much opposed to any new fangled notions, was prepared to squash the proposal. When the light was turned on, much to my enjoyment, Alderman Humphreys produced from under the table, where he was sitting, a common tallow candle, and striding forward to the centre electric light, struck a match on his pants, lit the candle, and then proudly holding it up to the electric lamp, said, "Mr. Mayor, they call this thing that they want to plant on us 16 candle power; I call it a swindle. I don't see any improvement in it over this common single candle." (Great applause with a certain section.) However, in spite of this demonstration we went ahead and made the contract.

With the first train going east from Vancouver to Port Moody, I got the Co. to give us an engine and coach to take the Council to Port Moody and back. I sat beside two of the aldermen who had never been passengers on a railway before. One of them, Alderman Mannion, who had always been in opposition to the things the C.P.R. needed in Vancouver, discussing matters appertaining to such things as if all his life had been given up to learn all the things about railways and their requirements. These two men, when the conductor called "all aboard," grabbed the side of the seat and held on for dear life lest they should be thrown down, (very amusing). Without wishing to blow my own horn, I often wonder how the Council could have managed, as I had the qualification, a long experience as a surveyor, civil engineer, road construction, architect, assessor, qualified accountant, etc., etc., and with the vision as to the future of the city. It would be a long story to tell you of the fight I had in getting approval of my plan for the future street grades; for the plan of separate sewers made by Mr. Mohun, C.E. consulting with me. These plans, before proceeding to build, were submitted to Mr. Waring, the greatest authority in the United States. I think Vancouver is unique in Canada in having the sewers placed on the lanes instead of on the street.

Sincerely yours,

L.A. Hamilton

P.S. The C.P.R. were good enough to send a special messenger all the way out to Lorne Park offering myself, and Mrs. Leask, free transportation out to Vancouver and return. I am sorry I could not give the delegate much encouragement. My sister is now, or will shortly be, 88. I will shortly be 84, and neither of us are just well enough to undertake the journey, my sister is practically blind; can see to read a little with a large magnifying glass. I am not so bad in that way, but am getting deafer day by day, and my visit with the doctor the other day is not encouraging. His report is rest, rest, and more rest. It is one of the disappointments of my life that I cannot undertake the visit. I had been looking forward to it. If you have kept any of my early letters, I think you will find that about three years ago I suggested the Jubilee which Vancouver is now celebrating. L.A.H.

P.S. I have nothing published of the trouble we had over the "deportation of the Chinese" from Vancouver, and the withdrawing of the powers of local Government which Vancouver held under its charter. Can you give me the date when the parliament in session at Victoria withdrew the powers we possessed, and sent the next day an officer to administrate the affairs of our city.

Note by J.S.M.: Among the other queer stories of the introduction of electric light is the old one that "it needed a candle to find the electric light."

J.S. Matthews, 21 July 1936.

Kissimmee, Fla.  
10 Dec., 1936.

Major J.S. Matthews,  
City Archivist,  
Vancouver.

My dear Major Matthews:

Thanks for your interesting letter of the 28<sup>th</sup> instant. Thanks to you I received a telegram from the City Clerk re the opening of the new City Hall and in reply thereto sent the following message. "As the sole surviving member of the first City Council I send my heartiest congratulations on the opening of the new City Hall. From the small wooden building in which the first Council met to a million dollar edifice seems a fitting climax to Vancouver's Golden Jubilee." I hope the message arrived in time for the celebration. I would be glad to receive a copy of your Vancouver paper giving an account of what took place.

I am enclosing an article from the Toronto Daily Telegram giving an account of my sister's 88<sup>th</sup> birthday, as she was one of the earliest settlers of Vancouver and wife of the first City Auditor. Some of her friends, if living, would like to see this account of the celebration of her 88<sup>th</sup> birthday if an extract was printed in one of your newspapers. If I had been able to go last year to the Jubilee she would have gone with me, you see she has more spirit than I have. I feel much more able to make a trip to Vancouver this year than I did last. I never expected to return to Florida, but here I am and able to play with my brother, Bishop Hamilton, 9 holes of golf daily. I am sorry that the new Municipal Building has been placed so far away from the centre of the City, my choice for a site would have been on the ridge of the town East of the C.P.R. Hotel and about the spot that you give your preference for. I suppose nothing much will be done next summer to mark the opening of the line of Railway from Port Moody to Vancouver by the arrival of the first train; as far as Vancouver was concerned this was of more importance than the arrival of the first train at Port Moody. I doubt if we had a weaker man than Van Horne was, whether the abandoning of Port Moody as the terminus would have been so satisfactorily settled as it was. I have been laid by recently by reason of an operation for my hand which necessitated my retiring for a time from active work, I am glad to say the operation has been most successful.

Wish you a very happy Christmas,

I am sincerely yours,

L.A. Hamilton

Lorne Park,  
17<sup>th</sup> May 1937.

Major Matthews,  
Archivist,  
Vancouver.

Dear Major Matthews:

In recognition of Vancouver's great day the 23<sup>rd</sup> marking the arrival of the first through train of the Canadian Pacific Railway at Vancouver. I am sending you two of my sketches showing the portal of Burrard Inlet and the entrance to the City of Vancouver.

The first shows the passing of the steamer "Beaver" through the Narrows. You, of course, know that she was the first vessel to sail on the Pacific Ocean under steam. I sat on the shore a short distance below the hill 50 years ago. When I made my first visit to the same spot after

returning from Winnipeg I found the “Beaver” wrecked on the very spot from which I had made the sketch.

If there had been an archivist in Vancouver at the time I feel sure he would have saved the wreck from the hands of vandals and had it placed in the city park where it would be an object of supreme interest. This brings to my mind the action taken by the authorities of the County of Simcoe in Ontario over the resurrection of the Gun Boat “Nancy” that was sunk by the British sailors during the war, I think of 1812, in the Nottawasaga River, to save her from falling into the hands of the American seamen. After remaining in the water all these long years the authorities had the hull raised, placed in the park beside the river so there she rests today an object of great interest to Canadian and American visitors.

The second sketch showing the rocky point in the foreground shows Captain Vancouver’s entrance into Burrard Inlet, during the time he was employed in making surveys and soundings of the coast line north of the Columbia River 1791-1795. You will see that the date 13<sup>th</sup> June is very near the same day of the month that Vancouver celebrates the arrival of the first train viz 23<sup>rd</sup> May. This is the way the Historian puts it:

“At 5 in the morning of the 13<sup>th</sup> June we again directed our course to the Eastern Shore and landed about noon on above mentioned low bluff point. This was as suspected the South point of a very extensive sound with a small arm leading to the eastward, the space which seemed to be its main direction and appeared very extensive took a Northerly course.

“The observed latitude here was 49 degrees 19’ Longitude 237 degrees 6’ making this point, which, in compliment to my friend Capt. George Grey, of the navy, was called (Point Grey) seven leagues from Point Robert’s. The intermediate space is occupied by very low land apparently a swampy flat that retires several miles before the country rises to meet the rugged mountains which we found still continuing in a direction nearly along the coast. Sailing Northwards Vancouver came upon a narrow opening not more than a cables length in width up which he sailed returning the next day.”

(Note here commences the origin of my sketch.)

“As his yawl accompanied by the launch returned sailing westwards towards the narrow opening the land upon the southern shore presented an unknown line, of standing timber silent and unscrutable; while to the North the hump of a mountain raised itself against the skyline. The shores of this channel, which after Sir Harry Burrard of the Navy I have distinguished by the name of ‘Burrard’s Channel,’ may be considered, on the southern side of a moderate height, and though rocky well covered with trees of large growth, principally of the pine tribe. Vancouver and his companions were the first white men to look upon that place—the expedition was but one of many like it, a few days work in a five years job. Long since, the forest that Vancouver saw on the southern shore has vanished, and where it stood tower up the sky-scrapers of the metropolis named after him, while through the narrow channel (no more than a cables length in width) come and go great ships carrying away the grain crops of the Canadian Prairies and bringing produce in from half the world.”

(So much for the sketches.)

Will you ask the Mayor to convey to the people of Vancouver, the congratulations from an old alderman who was present with the Mayor to welcome the first train to Vancouver 50 years ago, on the proud position the city holds in Canada and my wish that she may continue to grow and prosper that at the end of the next 50 years Vancouver may hold the position of the largest and most important city in Canada. Nothing would have given one more pleasure than to be with you on the 23<sup>rd</sup> to rejoice with you over the prosperity that has come to the city that I was privileged to take an important part in laying its foundation.

Your letter which I received today re Major General Stewart. If this is my old friend Jack Stewart, I welcome the news as I have been living under the misapprehension that he died last year.

I have to thank you also for a copy of the article from the "News-Advertiser" on the arrival of the first train at Vancouver. I have turned it over to my friend Fred Williams, a special writer for the "Globe Mail" to make such use of it in its column as he desires.

Sincerely yours,

L.A. Hamilton

P.S. You will I know be pleased to learn that approaching my 85<sup>th</sup> year I am in much better condition than I was a year ago, and still have plenty of work in me much to my enjoyment of it.

L.A.H.

Lorne Park, Ont.,  
16<sup>th</sup> Sept. 1939.

My dear Major:

I expect to spend my birthday, the 20th inst., at Lorne Park in a quiet way. I was invited by the Alumni Association of our college in Toronto to their sessions, and intended having lunch with them on my natal day, 87th, but the affair has been cancelled for various reasons.

I have not been in Toronto since I was taken down with illness, except for a ten minute service in Wycliffe College at its private chapel, just before the great public service at St. Paul's preceding the burial of a very dear old friend and principal of the college, R.B. McElheran. He was one of the scholars in my Sunday afternoon class at Trinity Church, Winnipeg; unknown to him I had built his first church St. Mathews, in Winnipeg, and I have sat for years with him as a member of the College Council. We have a difficult task before us in finding a successor. So far as we know at present the man to take his place will probably come from Vancouver.

A very distinguished doctor made an examination of me yesterday and today, and he finds a marked improvement in my condition. I am able to get about now without a walking stick, but am watched wherever I go as I am liable to take a tumble.

My sister, Mrs. Leask, is a marvel. She is looking forward to her 91<sup>st</sup> birthday on the 29<sup>th</sup> November. She walks about alone in Collingwood without a helper. My eye sight is better than hers, but my hearing is not so good. I would like to have seen the C.P.R. Exhibition, especially the float.

I don't suppose in history that a City Hall was built as rapidly as the one in the tent, erected, in five minutes, the morning after "The Fire." Did you know that a magistrate's court sat there with Mayor MacLean presiding. We had a lot of men of a very tough character living at that time. These were tried and sentenced, but having no gaol we shackled the prisoners to a couple of telegraph poles, and there they remained, day and night, for the short term they were sentenced to. I like to contrast this in my mind with your present City Hall.

You will notice from my writing that my hand is not as steady as it was, and I find a difficulty in spelling, since the crash I had that evidently affected my brain. My memory of past events is more or less a blank.

Yours sincerely,

L.A. Hamilton

## **MEMO OF CONVERSATION WITH FRANK HARRIS, 16 MAY 1937.**

At the Water Works Cottage, end of Pipe Line Road, First Narrows, Vancouver, B.C., where, for nearly fifty years, since 1888, he has been caretaker of the water works interests on the Stanley Park shore, and today, 1937, has had unquestionably, longer service in public, semi-public or private capacity than any person, man or woman, in the city of Vancouver. (Actually retired, but continues to reside in the original house, and takes a lively, useful interest.)

Mr. Kenneth J. Waites, of the King Edward High School staff, together with Mrs. Waites and Mrs. Matthews, were driving around the park when we stopped in the evening for a momentary call. An archivist is never "off duty." We knocked at the door, and Mr. Harris soon opened it.

Major J.S. Matthews: My name is Matthews, you are Mr. Harris, I believe? May I come in?

Mr. Harris: (slowly and with emphasis) "Major Matthews!"

Major Matthews: Yes. I've been a long time coming; twenty years. This meeting awakens many recollections; fond recollections. I can see your son (Sid). It was a beautiful morning; things were "quiet," as we called it. They had stopped shelling us for some reason, and time was a bit monotonous on our hands. We were in support back of the "Craters" at Ypres, and I wanted to go along the trench, to the left, to see what was along there, so I asked Sid to come along with me for company. He was an outstanding man, and I liked to have him with me. We talked and smoked as we went along, and after twenty minutes or half an hour, came back again. It is not usual for majors to take privates with them as companions, but with Sid Harris it was different; if he had not been killed (in action) Sid would have risen. He might have come back from the war with almost any rank at all.

After we were seated.

### **FRANK HARRIS OF STANLEY PARK.**

Major Matthews: How long have you been here, Mr. Harris?

Mr. Harris: (cheerily, and with a smile) "I came out from England in 1884, from Devon. Born June 13th, will be 77 next June" (1937), "and look" (he danced around the floor a pace or two), "not so bad for an old one. I'll tell you the secret. Don't think ill of anyone; that's the way to keep young. See. I can dance a bit."

### **STANLEY PARK, OPENING. STANLEY PARK, DEDICATION. LORD STANLEY.**

Major Matthews: Were you here when the park was opened? When Lord Stanley came?

Mr. Harris: "Oppenheimer opened it in 1888; Lord Stanley dedicated it in 1889. We always said that Lord Stanley was here on the last day of October; actually we do not know the date." (Lord Stanley was there October 30<sup>th</sup>.) "He stood outside there, just where the curve is; he waved his arms a bit" (Mr. Harris extended his arms as though embracing the whole park between them) "and dedicated it; said a few words; that was all."

Major Matthews: What about the cairn?

Mr. Harris: (puzzled) "Cairn! Cairn! There was no cairn."

Major Matthews: Well, the newspaper says he laid the first stone in a cairn.

Mr. Harris: (still puzzled) "I don't remember any cairn. There is no cairn around there that I know of."

### **VANCOUVER WATERWORKS 1888.**

Mr. Harris: "You see, we had a flag pole." (See photo No. St. 35, of a wooden flagpole supported by three sticks, a boulder, at the curve of the road at First Narrows, and a single plank seat on the opposite side of the shell surfaced Park Road.)

"We put the flag pole up when they were building the water line across the Narrows. There was no telephone, so we had flags; we had several flags, which meant what we wanted. When we wanted the boat to come across we hoisted a flag; that must have been 1888 that we put up that flagpole. I wrote the story of the building of the water works twice, once for Mr. [blank]; he's dead now, and once for Mr. [blank].

"We used to have a peg to mark where that flagpole stood, but when they widened the old" (white) "shell road" (note: the shells were taken from the old Indian midden at Whoi-Whoi, or Lumberman's Arch) "they swung the old road, and our peg disappeared."

### **VANCOUVER CITY BAND. MAYOR OPPENHEIMER.**

[Mr. Harris:] "I joined the first band, and I've drunk David Oppenheimer's health in champagne. David Oppenheimer, Thos. Dunn, Gartney of the hardware store, [blank], [blank], and they got together" (i.e. subscribed the amount) "and sent to New York for the instruments, and when they came the band went around and serenaded them. We came up to the Hotel Vancouver, and Mayor Oppenheimer came out of the steps, and put up his glasses" (i.e. pince-nez); "he always wore his glasses on a little piece of black tape; he" (Mr. Harris imitated the gesture of throwing back his head, throwing out his chest, and peering through imaginary eyeglasses at something below him) "Mr. Oppenheimer came out of the Hotel and looked at us and said quickly, 'Come right in, come right in.' So we all went in, and everybody in the hotel drank champagne. I said to old Bill [blank], little bit of a fellow; he got us the cloth, and made the uniforms, 'How do you like this stuff,' and he replied, 'Rather have some beer or cider'; he came from the next county to me" (Cornwall.)

### **OAK TREES. KING GEORGE VI CORONATION. JONATHAN ROGERS. MRS. ALICE TOWNLEY.**

Mr. Harris: (continuing) "On Wednesday" (Coronation Day, 12 May 1937) "we planted two oaks just outside there. Jonathan Rogers" (i.e. Rogers Building, and for twenty years park commissioner) "planted one to mark the spot where Lord Stanley opened the park, and Mrs. Alice Townley, former park commissioner, planted the one to commemorate the coronation of King George and Queen Elizabeth. They are about ten feet high."

Little Mrs. Harris, sweet little lady, then came in, and Major Matthews again repeated his recollection of her gallant son, Capt. Sidney Harris (master mariner), who served as a private in his company in the 102<sup>nd</sup> Canadian Infantry battalion, but was killed in action whilst serving with the machine guns. As the ladies were waiting in the motor car and the evening was chilly, we left the cottage in its beautiful surroundings, and said goodbye for the present to a charming old couple.

Mrs. Harris died 31 October 1938.

### **MEMO OF CONVERSATION WITH MR. AND MRS. FRANK HARRIS (OF THE STANLEY PARK PIPE LINE ROAD COTTAGE ON FIRST NARROWS), 16 JUNE 1937.**

On C.P.R. *Princess* Joan en route to Newcastle Island, for the Vancouver Pioneers Association picnic (217 pioneers present.)

### **HAY-TULK. "SUPPLEJACK" (INDIAN). HAATSALANO.**

Mr. Harris said: "Supplejack" was buried close to our cottage, in a little deadhouse just where the summerhouse stands, the little open shelter by the horse trough, just where Lord Stanley dedicated the park."



### **BICYCLES (WOMEN).**

Mrs. Harris: "Col. Tracey" (City Engineer) "put up that little summerhouse; he put a lot of wooden racks in it for bicycles, at the time of the bicycle craze; people were cycling around the park, more and more of them, so Col. Tracey had the rack built for them to stand their 'bikes' in. I remember well when the first two women rode a bicycle; it was not considered very respectable, just a little bold, but people got used to it, and after a time there were more women riding, until it got to be quite 'the thing,' but at first, it was not considered either graceful or proper."

Mr. Harris: "Supplejack's little wooden house was raised off the ground on posts, and had a little window in the end; you could peep in, and see the dugout" (canoe) "in which he was lying; it was just a little 'dugout,' but big enough for Supplejack's body which was in it." (See conversations with A.J. Haatsalano, *Early Vancouver*, vols. 2 and 3, for details of Supplejack's grave.)

### **INDIAN GRAVES. STANLEY PARK.**

"The Indian graves were all along there, by our cottage, and when they put the road around Stanley Park, they removed the bodies, and reburied them in the Indian cemetery on the North Shore." (Note: think Mr. Harris is wrong; think it was to Squamish they took them, but perhaps not all.)

### **INDIAN GARDEN. STANLEY PARK. CHIEF HAATSA-LAH-NOGH.**

"The Indians had quite a little place there by our home at the end of the pipe-line road; the old fence was around it for years afterwards." (See conversations as above with A.J. Haatsalano.)

### **SIWASH ROCK. SKAALSH. SUNZ.**

"The little rock Sunz" (one of the Siwash Rock's two wives) (see photo No. P. St. 91) "ought to be protected from destruction; it is a most interesting little thing; the little tree is still growing on it, but if it is not protected now it may not last long."

### **SUNZ. CHANTS.**

"The old chief, Lahwa, who was chief before Chief Capilano Joe" (Mathias's father) "used to tell me two yarns about Sunz and Siwash Rock. One yarn was that if you started going from one to the other you had to keep on going, and that you could not stop; and the other yarn was that Sunz and Siwash Rock and some other rock in Stanley Park which I have never yet found, formed a perfect equilateral triangle; I never found the other rock, so cannot say."

### **CHIEF LAHWA.**

"I have known three Indian chiefs of the Capilano reserve. Mathias, the present one; Capilano Joe, his father; and his predecessor Lahwa; you see the descent came through Joe's wife" (commonly called Mrs. Mary Capilano.) "I think Lahwa was murdered; he had a long cut on the top of his head from forehead to crown." (Note: the accepted story is that Lahwa was drowned through falling out of his canoe when it upset at Brockton Point. Haatsalano gives an account of the finding of Lahwa's body, conversation 23 November 1936.) (*NOTE ADDED LATER*: August Jack Khaatsalano also thinks Lahwa was murdered. See conversation, 29 July 1939.)

### **WATERWORKS PIPES.**

"Mr." (H.J.) "Cambie used to walk around the park, and one day I showed him the wear on the pipes, due to the sand on the bottom of the Narrows scouring back and forth over the top of the pipes with the tides; the iron had worn as thin as could be. The pipes were supposed to last twenty-one years, but actually they lasted seventeen; every now and then we would get a burst."

"Mr. Cambie said those worn pipes—sections of them—were 'priceless' to civil engineers as illustrating the action of the sand, and that they should be kept, or suitably sized pieces, for samples, to show what the action of the sand was. But the city authorities just broke them up."

## **HASTINGS INSTITUTE AND MOODYVILLE MECHANICS INSTITUTE.**

Excerpt, letter, 21 July 1937, Miss Muriel Crakanthorp, Vancouver, to City Archivist, City Hall.

My uncle and [my] mother both remember an Institute in Moodyville perfectly distinctly named "The Mechanics Institute." The sign read "THE MECHANICS INSTITUTE" For Members only. It was in the reading room on the sawdust spit at Moodyville; that was a good many years ago, because my uncle says he would read it when he was a very small boy, and wonder what a "mechanic" was. He is sixty one now, and I suppose it was there long before he could read. Mother remembers it too, and says quite definitely that there was no "Hastings Institute" at Moodyville. There may have been one here [*Hastings Sawmill*]; the reading rooms were often referred to as Institutes.

Mrs. Crakanthorp (mother of the writer, Miss Muriel) is, at present, an invalid unable to write on account of recent injuries to her arm. She was born at Stamp's Mill, Alberni Canal, 26 February 1864, and reached Hastings Sawmill, April 1873, when she was nine, and is now one of the two survivors of the first class of pupils at the first school at Hastings Sawmill, 1873. In 1874 she moved to Moodyville, and remained there until 1892. She is the daughter of the celebrated pioneer nurse, Mrs. Patterson. She is especially well informed on Burrard Inlet family life from 1873 to say 1895, and pages of long conversations with her have been recorded.

## **[LETTER FROM F.W. ALEXANDER.]**

### PACIFIC LUMBER INSPECTION BUREAU

725 Henry Building  
Seattle, Washington.

June 11, 1936.

Major J.S. Matthews,  
City Hall,  
16 Hastings St., East,  
Vancouver, British Columbia.

Dear Major Matthews:

Please pardon my seeming negligence in not replying to your letters of May 6<sup>th</sup> and 23<sup>rd</sup> before. I have been fighting demands of labor unions and when that contingency arises all other work suffers, especially one's personal correspondence.

Replying to yours of May 23<sup>rd</sup> with reference to Miss Sweeney. I was so young when she taught school I have only a faint recollection of her. She was the daughter of the master mechanic of the Hastings Sawmill, and lived next door to our family. She probably was not as "chic" as our present day teachers, but I question the idea that she was a tough teacher. I do not think she was a full-fledged teacher, that is, holding papers, but she was, if I remember correctly, the first white girl on the south side of the Inlet, and the Sweeney family owned the first cow, the Alexander family being brought up on goat's milk. The young swains at the Hastings Mill vied with each other as to who would milk the cow for Miss Sweeney in the evening, that being one of her duties.

I cannot recall when I first went to school. It was probably when Mrs. Richards, afterwards Mrs. Springer, taught. The first teacher I can fully recall was Mrs. Peter Cordiner, wife of the blacksmith at the mill. I would be pleased indeed to attend a reunion of the old pupils.

Referring to yours of May 6<sup>th</sup>—I cannot recall the year when Sir William Van Horne first came to Vancouver, but I do remember he met, for the first time, Mr. Thos. Sorby, C.P.R. architect for the Pacific Division. Mr. Sorby was a great admirer of the Queen Anne style of architecture, think some of the buildings are still standing. When he was presented to Van Horne, that gentleman looked him over, gave a sniff, and remarked, 'So you are the damned old fool who

has been filling this town up with small windows." Sorby afterwards lived in Victoria, and made a statement once that he had his lead pencils shipped over the Northern Pacific to get even on Van Horne.

Mr. Galt was in error in stating the Abyssinia or Parthia went up to Port Moody, the Vancouver Dock being built before they started running from the Orient. The only vessels I remember going up to Port Moody were sailing vessels loaded with railroad iron and a few small steamships with Chinese coolies. These, however, went up before the building of the dock at Vancouver. Another proof that the Abyssinia and Parthia did not go up is the fact that the Oriental service was not started until the road was extended from Port Moody to Vancouver.

Yes, I received the invitation, for which thanks. Will try and be a little more prompt with replies when you next write for information.

Very sincerely,

*[signed]* F.W. Alexander

### **A PIONEER SCHOOL GIRL'S ESSAY ON VANCOUVER IN 1886.**

Original in City Archives, City Hall.

#### VANCOUVER

Tuesday, Nov. 22, 1886.

Vancouver is a small city situated on Burrard Inlet. About a year and half ago there was scarcely any people here and only a few houses, now it has a population of nearly four thousand. About six months ago the entire city was destroyed by fire started by burning brush. But in those six months it has again regained its former position as a flourishing town. It has a good harbor and a number of ships come here to load lumber for foreign lands. It is expected that Vancouver will be the terminus of the Canadian Pacific Railroad.

Lida Bell

The original of this essay was written, 22 November 1886, by Miss Elida Bell, now Mrs. Charles Lister [Lester?] Austin, 980 West 20<sup>th</sup> Avenue, Vancouver, as part of the class work, in the old Hastings School, Vancouver's first, and, at that time, only school. It stood at the foot of Dunlevy Avenue, within the sawmill property, but at a point now crossed by the main line of the Canadian Pacific Railway.

Mrs. Austin was one of the group of fifty-one pupils—the entire school population—shown in the well-known photo of the little white school house; J.W. Palmer, the only teacher. She is the daughter of Edward C. Bell, of Mariposa, California, stepdaughter of D.W. Card of Moodyville Sawmill, and sister-in-law of the late E.E. Austin.

The names of the pupils (forty-eight only) shown in the photograph are as follows:

#### Hastings Sawmill School

#### List of pupils, 11 June 1886 (two days before the fire).

As shown in celebrated photograph, taken 11 June 1886, showing teacher and fifty-one pupils on steps in front of little white schoolhouse.

Ada Blair  
Edith Cordiner  
Annie Stewart  
Louise Peck  
Lillie Card  
Grace Fraser  
Lida Bell  
Hector Stewart

Harry Alexander  
Harold Ridley  
Michael Costello  
Annie Moore  
Lizzie Ward  
Laura Heywood  
Jennie Pedgrift  
Mary Plant

Gussie Belanger  
Florence Ballanger  
Laura Ballanger  
Louie Card  
Louis Silvain  
Alex Mathison  
Dan McPherson  
John Kenworthy

Willie Kenworthy  
 Boska Balanger  
 Charlie Balanger  
 Bertie Gregory  
 James Grant  
 Laura Campbell  
 Minnie McCord  
 Sophia Grimshaw

Total 48 J

Florence Pedgrift  
 Florence Gregory  
 Jessie Stewart  
 Jemima Reed  
 Bertha Burnett  
 Milly Mathison  
 Cora Card  
 Tom Costello

.W. Palmer,  
 Teacher,  
 First School Vancouver, B.C.

Harvey Hall  
 George Favor  
 Dot Bellanger  
 Maurice Ballanger  
 Janie Kenworthy  
 Mabel Blair  
 Maggie Kenworthy  
 John Costello

Presented by Mrs. Charles Lester Austin, née Elida Bell, 980 West 20<sup>th</sup> Avenue, Vancouver, B.C.

### **VANCOUVER'S FIRST SCHOOL, 1887.**

Copy of scholar's essay.

Our school house is situated on Oppenheimer Street. It is quite a large building, containing four rooms, two on the upper floor, and two on the lower. Our room has forty seats in it. There are blackboards all around the room.

Lida Bell

Vancouver, Jan. 26, 1887  
 Wednesday, 1st day of school

Excerpts, copy book, "Penmanship," pages 1 and 2.

Vancouver, Friday, August 20<sup>th</sup>, 1886.

Make haste slowly is Palmer's motto.

Note: J.W. Palmer, the only teacher, Hastings school.

Excerpt, page 20: "Dec. 3rd 86, Friday."

Excerpt, page 23: "Written the last day of school. Friday June 11<sup>th</sup>, 1886."

Note: June 11<sup>th</sup>, the day the famous photograph was taken of Hastings School, with 51 children on the steps, two days before "The Fire."

Excerpts, copy book, "Penmanship," pages 7 and 8 (no date).

#### Scholars of Vancouver Public School

Burletta Balonger  
 Augusta Balonger  
 Charlie Balonger  
 Boska Balonger  
 Mabel Blair  
 Ada Blair  
 Sophia Grimshaw  
 Mary Plant  
 Laura Campbell  
 Nannie Johns  
 Archie Johns  
 Freddie Johns  
 Minnie McCord  
 Stella Soule  
 Edith Cordiner

Isabella Hodgson  
 Charlie Hodgson  
 Lillie Card  
 Cora Card  
 Louie Card  
 Lida Bell  
 George Clair (Clare)  
 Annie Stewart  
 Hector Stewart  
 Jessie Stewart  
 Jemima Reed  
 Michael Costello  
 John Costello

Thomas Costello  
 Alice Sessions  
 Nellie Nash  
 Herbert Martin  
 Acie Martin  
 Carrie Martin  
 Albert McLain  
 Willie Hall  
 Harvey Hall  
 Leon Ridley  
 Harold Ridley  
 Louis Silvain  
 Timothy Collins  
 John Kenworthy  
 Willie Kenworthy

Janey Kenworthy  
Maggie Kenworthy  
Harry Alexander  
James Grant  
Bertie Gregory  
Sidney Gregory  
Florence Gregory  
Maurice Dallinger  
Laura Dallinger  
Florence Dallinger  
Florence Pedgrift  
Jennie Pedgrift  
Jessie Muir

Bertha Burnett  
Lizzie Smith  
Florence Ann Smith  
Lizzie Ward  
Louise Peck  
Laura Hayward  
Lottie Reed  
Maria Reed  
Grace Fraser  
Janey Fraser  
Ernest Miller  
Eddie Miller  
Harry Burnett  
Annie Moor  
George Favor  
Millie Mattheson  
George Mattheson  
Alex Mattheson  
Maggie McPherson  
Daniel McPherson  
Willie Gonion  
Gracie Green  
Leda Gillis  
Walter Gillis  
Ernest Gillis  
Katie White  
Jessie Plant  
Poppie Reddish

Total 84

### **HASTINGS MILL STORE.**

Excerpt, *Early Vancouver*, Vol. 3, Matthews. Conversation, Harold Ridley, 18 October 1933.

### **HASTINGS MILL STORE.**

"The Hastings Sawmill store at Alma Road is not the first store the Hastings Sawmill people had; there was one earlier than that, the one they used when they first built the mill, a bit of a place. They had three in all. The first little old one, then the one at Alma Road which did for many years, then the third one to the south of the second one, and they combined the two—they were attached—and put a 'store front' in front of both."

Excerpt, letter, City Archivist to Fred W. Alexander, 16 July 1936.

(Query 2) Was the old store building below the Hastings Institute the first store the mill had, and if so, about when was the old store building built. Why was the flagpole put in front of that old building, afterwards used for storage?

Excerpt, letter in reply, 17 July 1936.

My dear Major:

Yes, the old store (used after as a warehouse) was the first store built by the mill; should think the first store was built the same time as the mill, i.e., in 1865. The flag pole was placed in front of the old storage building because it was on land; the other store buildings were on piles over the water.

Excerpt, *Early Vancouver*, Vol. 3 (and C.P.R. survey plan signed by H.J. Cambie.)

Identification numbers to building (Ridley).

16. THE OLD OLD MILL STORE, the original, afterwards used for Lodge room upstairs (in ceiling); warehouse. It was the highest or tallest building. See photo No. Mill 19, Neg. Mill 2.
20. THE NEW OLD MILL STORE, now at Alma Road. Afterwards the modern Hastings Mill store was built beside this to the south, and a "store front" built in front of both buildings. See photo No. P. Mill 14, N. Mill 15.

## **HASTINGS MILL AND THE FIRST STORE BUILDING.**

3520 Main Street,  
Vancouver, B.C.  
Nov. 3<sup>rd</sup>. 1938.

Mrs. McKelvie

Dear Madam:

In reply to your inquiry of the 1<sup>st</sup> inst. The first original store was built for the purpose of a store house. There were a few groceries sold, but they had to be hunted for amongst the boxes, etc.

A small counter was kept in one corner but had many uses.

The store was in use approximately four years before "Gastown"; Mr. Scales can not remember the exact dates, at which time there was no community to serve.

There being no roads at this time, it was necessary to come by boat or wait for low tide.

Please do not hesitate to inquire further if you so desire.

Yours respectfully,  
W.A. Scales.

(grandson)

Dictated to his grandson by John Henry Scales, 3520 Main Street, now the earliest Burrard Inlet inhabitant living, born 26 June 1854, came to B.C. with his father, John Scales, R.E. on *Thames City*, 1859, and both came to Burrard Inlet in small boat, 1867 or after. (See *Early Vancouver*, Vol. 3.)

Mrs. Alex McKelvie, née Estelle B. Soule, daughter of Capt. W.H. Soule of Hastings Mill, pioneer.

Following assertion, based on conversations with H.E. Ridley, F.W. Alexander, and J.H. Scales, as recorded [in] *Early Vancouver*, Vol. 3, that the Hastings Mill Store, now, 1939, at Alma Road, and used by Native Daughters as clubhouse and museum, was the second, and not the first, mill store at Hastings Mill.

## **MEMORANDUM OF CONVERSATION WITH VICKER WALLACE HAYWOOD, ONE OF THE FIRST FOUR POLICEMEN ON THE VANCOUVER CITY POLICE FORCE, 23 MAY 1935.**

### **FIRST POLICE.**

"The first police force was appointed before the fire of June 13<sup>th</sup>, 1886; I was one of them. I was burned out; lost everything—clothes, blankets, everything. The first police force was appointed quite a while before the fire.

"I came here in September 1885 from Prince Edward Island, via Portland, Oregon, and then by boat via Tacoma and Victoria. Worked on the dry dock at Esquimalt, then went laying track for C.P.R. at Ducks, near Kamloops, and came back to Vancouver in September 1885, and stayed here ever since."

**DEPUTY CONSTABLE.**

"At first I worked as Deputy Constable to Constable Jonathan Miller; it was through him that I got on the Police Force."

**THE OLD JAIL ON WATER STREET. COURT HOUSE.**

"The old jail was just an old shack of a place; two or three cells in it; they used to hold Court in it. The jail yard was just an ordinary yard with a board fence about ten feet high around. Cordova Street and Abbott Street were not properly cleared when I came here in 1885. Hasting Street, or about Hastings Street, was just timber; a trail through it. From Abbott Street west was just trees."

**CLEARING AWAY THE FOREST. HASTINGS STREET. THE "EIGHTY-FIVE ACRES." C.P.R. TOWNSITE.**

"The '85 acres' was logged off, but not cleared in 1885. In the fall of 1885 they started to clear the townsite from Abbott Street west." (Note: not quite correct; a little later than the fall, probably early 1886.) "I think Hartney had something to do with the clearing, or Chinese McDougall."

**CAPTAIN J.A. CATES.**

"Cates and I were partners in the Terminal Steamship Company, which is now the Union Steamship Company in part; he and I were together in the Klondike Rush."

**MEMO OF CONVERSATION WITH V.W. HAYWOOD, 4697 NORTH MARINE DRIVE (POINT GREY 204), 24 APRIL 1936.**

Mr. Haywood left Alberton, P.E.I. in 1883, worked on the C.P.R. construction about Sudbury, Ontario; came to Victoria in February 1885; worked on the construction of the Esquimalt Dry Dock; then worked on construction of C.P.R. around Ducks, B.C.; and finally came to Granville in August or September 1885. His wife survives.

**THE FIRST POLICE FORCE.**

Mr. Haywood: "In the famous photo of the police force of four, standing in front of the tent 'City Hall,' I am standing between Chief Stewart and Sergeant McLaren; Abray is end man on the other side of Chief Stewart."

"I was sworn in as constable not long after the city was incorporated, at the same time as Chief Stewart and Sergeant McLaren, all three together; and went on duty that night, the first patrolman in the city's police service."

**FIRST CIVIC ELECTION.**

"The first election was a hot election, the hottest I have known in Vancouver; anyway that is the way it seemed to me; we wanted to put MacLean in, and we did it. I had a vote because I rented a piece of ground on what is now Cordova Street from Arthur Sullivan, built a cabin on it, and voted on that cabin as a tenant. There was a lot of people who voted who did not have a vote. Lots of people coming in here, stopping in hotels; they had no qualification, but, as I said, we wanted to put in MacLean, and we did."

"No, Mrs. Haywood will not attend the banquet to be given by the City Council at the Hotel Vancouver next Monday" (May 4<sup>th</sup>) "to the surviving electors of Vancouver at its first civic election; she is too poorly."

**EXCERPT, UNDATED SCRAP OF PAPER FROM DR. ROBERT MATHISON, KELOWNA, APRIL 1936.****THE FIRST CIVIC ELECTION.**

I was too busy getting out dodgers and other printed matter, for candidates to get a lease, to go and vote. I printed the ballot for the first election at the "Herald" office where I was employed as a job printer.

There were thirty-two names on the ballot, and a curious thing was that eight of the ten elected men were on the upper half of the sheet on which their names were printed. R.M.

**MEMO OF CONVERSATION WITH (FORMER) ALDERMAN WALTER HEPBURN, MOVING PICTURE CENSOR, ON A STREET CAR, 19 JULY 1937.**

Note: at the time Alderman Hepburn was appointed Moving Picture Censor in succession to Lou Gordon, the first censor, I was astonished that a man of Mr. Hepburn's qualifications should have accepted such a post; the following explains why he did it. J.S. Matthews.

Mr. Hepburn: "No. I was not the first" (moving picture censor), "but the whole thing was a misrepresentation to me on the part of John Hart" (Minister of Finance, Provincial Government.) "I was not anxious to be moving picture censor when I took it over.

"John Hart came to me" (note: Mr. Hepburn was decidedly incensed at the recollection of the incident, and showed it in his demeanor) "and said they were about to put on an amusement tax in B.C. The whole thing was new; they had not had such a tax previously. Hart wanted it started in three weeks, and there was nothing ready; no forms printed; nothing started. I asked Hart how much he wanted me to collect. There was about six months to go on the Provincial fiscal year, and he said he would be well satisfied if I could collect one hundred thousand dollars; actually, I got one hundred sixty thousand dollars, in the first six months.

"Lou Gordon" (first moving picture censor) "had resigned three weeks previously, and no one had been appointed to his place." (Lou Gordon, old newspaper man, and city editor in the *Province*, had resigned in a huff; a very upright man, but independent in his actions, and short-tempered.) "So I got busy, notified the Provincial Police all over the Province" (as to their duties in connection with the collection of the amusement tax.)

"The whole thing was very annoying to me. Hart did not keep his promises. I expected something better than a moving picture censor; the collection of the revenue was what appealed to me. I did not want the job; not at that salary."

(Conversation ended when street car reached my destination.)

Note by J.S.M.: Walter Hepburn, for many years an alderman, and for a period, chairman of the civic finance committee, was a financier by nature, and had sterling qualities in the matter of handling other people's money. He was stern and unrelenting; his methods fundamentally sound, he often said things which were only too true, but which were disagreeable to the ears which did not want to hear the cold "unvarnished" truth, and therefore he was not as popular as he might otherwise have been. It was this characteristic which defeated him in his candidature for the mayoral chair. His methods were sound, but not popular in a community which has never been outstanding in its pursuit of sound financial civic administration. Hence our unfortunate financial troubles of 1937.

**MEMO OF CONVERSATION WITH MR. JAMES HERMON, SON AND PARTNER OF THE LATE E.B. HERMON, THE WELL-KNOWN PIONEER CIVIL ENGINEER AND SURVEYOR, OF THE FIRM OF GARDEN, HERMON, AND BURWELL (ETC.), ABOUT 15 MAY 1937.**

**BURRARD INLET COAL SYNDICATE. COAL BORING. NEWCASTLE. WEST VANCOUVER.**

Mr. Hermon said: "This is a map, a tracing on linen, of the subdivision of lots and blocks of the proposed coal town of Newcastle, D.L. 554 and 555, now West Vancouver, or Dundarave, or whatever they call it. It was just a proposal we prepared; it never amounted to anything; you see the streets are all named, too, and sites for City Hall, for churches, etc. But they did put down a bore. I was over there recently, and the iron casing, six or eight inch, of the drill hole is still sticking out of the ground; I think I could find it again if I tried. It is south of the Keith Road, and just west of Third Street, not far from where the First Narrows bridge will pass."

J.S. Matthews.



## **MEMO OF CONVERSATION WITH T.W. HERRING OF NEW WESTMINSTER, 16 FEBRUARY 1936.**

Who, on Saturday, 15 February, attended a reunion banquet at the Hotel Georgia, Vancouver, of the surviving members, Westminster and Vancouver, of the British Columbia Brigade of Garrison Artillery, of which No. 5 Company was the first military unit in Vancouver. Mr. Herring came to New Westminster in 1858 with his father from Bellingham—gold rush days. He is thought to be about the last of the Seymour Battery.

### **SCHOONER *ROB ROY*, 1859 FRASER RIVER. ALEXANDER MCLEAN OF PITT MEADOWS. T.W. HERRING, NEW WESTMINSTER, 1858. SEYMOUR BATTERY.**

Major Matthews, City Archivist, and Archivist, Old Garrison Artillery Association: What became of McLean's *Rob Roy*, the old schooner?

Mr. Herring: "She went to pieces on the river bank up on their place at Pitt Meadows; I can see her there yet (in my mind); her old deck sticking out."

Major Matthews: How long was she? A hundred feet?

Mr. Herring: "Only a bit of a thing; not a hundred, about seventy five. McLean sailed her around the Horn by dead reckoning." (Mr. Herring smiled a knowing smile, insinuating that such seamanship was quite a feat.) "I have a captain's certificate myself."

Note: the *Rob Roy* and her owner, Alexander McLean, and his son of the same name, are interesting people of Vancouver, Westminster, and Bellingham. Both were in Burrard Inlet in 1858 or 1859, and settled at Pitt Meadows before that. (See *Early Vancouver*, Vol. 2.)

(Note: well, 75 feet? What would she want with three masts; how could she carry 250 cattle. J.S.M.)

## **WEST VANCOUVER BUILT A SHIP.**

From the "False Creek Archives" (J.S.M.)

The schooner *Holy Terror* wasn't a privateer; nor a pirate; she was awful, but not that bad.

Built in the early '90s on that beautiful shore now called West Vancouver, the *Terror*, for short, was never more than a hope about sixty feet long, and her end was tragic. She never felt the wild waves waving; was a love that was lost; somebody built a fire under her, and she went heavenwards—in smoke.

"Holy Joe" designed the *Holy Terror*. That wasn't his name, nor hers, but was what the neighbour squatters called both when Joe wasn't listening. Joe built her too, himself; out of timbers and planks which drifted onto his beach below his cabin out Point Atkinson way, and, in earlier days, there was plenty of such flotsam about. Joe belonged to the Salvation Army, and being both nautical and thirsty by nature, got soused by the salt seas when he rowed through the Narrows—no ferries then—"up town" for grub, and soused on shore when he got here; after such a trip Joe had to be "saved" all over again.

For a living, Joe burned charcoal for the soldering pots of the salmon canneries of the Fraser river. Then he got an idea—a splendid idea—"I'll build me a little schooner," said he, to take charcoal over, and for "general trade" on the gulf. It was a noble ambition. Time, and the waves, brought material to his beach, and when the hull was ready for a tiny steam engine—no gasoline in those days—Joe's pioneer tillicums admitted admiringly that the *Terror* was a beautiful shape, and kept straight faces; her lines curved, in spots, as the lines of that rocky shore. When "Holy Joe" wasn't looking, his pals grinned, and dubbed his ship the *Holy Terror*.

Then one day Joe came uptown, to Andy Linton's float at Carrall Street, for more groceries or something, and when he got back the *Terror* had vanished; there were enough ashes to fill an urn as big as a barrel, but Joe was just callous.

With her one and only venture, West Vancouver's aspirations as ship building centre withered, perhaps for all time; one such experience was too shocking. So they put a ship on their civic coat of arms.

It's historic.

Inspired by "She Never Saw the Sea" (very sorrowful), *Province*, 29 May 1937, Ronald Kenvyn in "Over the Foreyard."

W.A. Grafton, conversation, 20 May 1937, says "Holy Joe" built *Holy Terror* at Kew Beach.

### **MEMO OF CONVERSATION WITH THE MISSES MARY S. AND ETHEL LOUISE HOMER, OF 114 PARK ROW, NEW WESTMINSTER, 7 JULY 1937.**

Daughters of the late J.A.R. Homer, Esq., M.P., distinguished pioneer statesman, and in whose honour Homer Street, Vancouver, has been named.

#### **J.A.R. HOMER. HOMER STREET.**

Miss Mary Homer said: (whilst Miss Ethel listened) "Father was born in Barrington, Nova Scotia, I presume about 1827, for he was 59 when he died in 1886. His family were United Empire Loyalists; that fact is recorded in a printed book, a family history, in my possession, and I have been told so many times by my mother. The book is still in my possession, mostly personal family matters rather than state affairs.

"The Homer family apparently consisted of two brothers in Massachusetts before the War of Independence; they were East Indian merchants and ship owners; commercial people; two brothers, one of which remained in the United States, and the other migrated with the United Empire Loyalists to Nova Scotia. They were originally from Ettingshall, a manor house in Staffordshire; that was where the original Capt. John Homer came from. Ettingshall was probably older than the time of Elizabeth; it was taken down in 1868. My father's uncle, and also his cousin, were members of the Nova Scotia parliament; his grandfather was Joseph Homer, J.P., Collector of Customs.

"My father" (the late J.A.R. Homer) "went to England from Nova Scotia; then he went to California in the mines, and then, before he married, he went to B.C. in 1859; then back to Barrington, Nova Scotia, where he married my mother, Miss Sophia Wilson, in 1859 or 1860" (Church of England.) "Mother's father was a ship owner. The day Father and Mother were married they started for B.C. via Panama; they lived in Victoria for a few months, and then settled in New Westminster."

#### **LUMBER FOR AUSTRALIA.**

"I am not sure, but I think he had the first lumber mill in New Westminster. He sent the first ship load of lumber to Australia; he wanted to introduce Canadian lumber into Australia; it was the first cargo that ever left for Australia. It was not a successful business speculation, and he lost a lot of money over it.

"He was a member of the first legislature of B.C. at the time when the capital was at New Westminster; this is a photo of him standing at the top of the steps on the legislative building; he is the third from the top.

"Father had eleven children; only four are left; my sister, Ethel Louise, and my sister Mrs. R. Eden Walker" (Vancouver) "and my brother Charles William of Victoria, and myself.

"Father was a great friend of Sir John A. Macdonald; you see what Sir John wrote my mother when Father died in 1886. Here is another letter signed 'Fred Seymour'; it is dated December 23<sup>rd</sup>. Governor Seymour sent her a Christmas box at Christmas; you see it is dated December 23<sup>rd</sup>, that is, 1868.

"Father owned a lot of land on Front Street, New Westminster; his mother left him some money, too, a small fortune.

"You see, Westminster was to have been the capital, and he figured much on that, and then they moved the capital away to Victoria, and that was ill for his fortune. He built the first hardwood finished house in New Westminster—California redwood—it is standing yet.

"While the capital was at New Westminster he was high sheriff; there are a lot of papers in Victoria about that, reports that he signed, etc., etc., but the change of capital and the Australian misfortune pretty nearly ruined him, and for a while he lived in Victoria, and three years in San Francisco before returning to B.C., then back to New Westminster, and entered the commission business. He lost two fortunes; the fates

seemed against him, and then, just when the railway was coming" (C.P.R.), "just when he was about to reap the benefits of his foresight, he died, in 1886."

J.S. Matthews

The above (revised copy) was submitted to Miss Mary Homer, 13 July for approval, and returned corrected as shown on the original memo. Miss Homer adds: "I have made a few corrections in the account. I am sending you a short account of the English ancestors" (as follows.)

#### **HOMER FAMILY.**

The first of the surname on record is Thomas de Homere, Lord of the Manor of Homere, Somerset, England to whom lands in the neighboring county of Dorset were granted in 1338 by Lord Maltravers. Later on in the same century, Thomas De Homere left his native county, and settled in the county of Stafford where he or one of his descendants built the house of Ettingshall. It was in such a state of decay that it was taken down in the year 1868.

Besides the property at Ettingshall, the Homer family owned property in Sedgley nearby. One of the family built the chancel of the old church at Sedgley, and the family burial vault was under this chancel. Through age and dilapidation about the year 1828 the family vault was destroyed.

Edward Homer erected a pew in this church in 1620 which was occupied by his descendants until the church was destroyed. The seat of this pew was accidentally preserved, and came into the possession of the Earl of Dudley, and now forms part of the wainscot of a house belonging to him in the Old Park, at the Wren's Nest, near Dudley. It bears the following inscription: "This sete setop at the proper cost and charges of Edward Homer, anno domini 1620."

#### **MEMORANDUM OF CONVERSATION WITH THE CELEBRATED HARRY HOOPER, 18 AUGUST 1937.**

Pioneer of "Gastown," associate of prince and pauper, who is in Vancouver, at the Regent Hotel, from his placer mine on the banks of the Fraser River, two miles from Chimney Creek, twenty-two miles from Williams Lake, twelve miles from the nearest store, two miles from his mail box, where he lives with his three dogs and four cats, but no one else, surrounded by his garden full of vegetables; with his radio; gets six newspapers at a time at the end of the week; hangs beef, port, and mutton in the shed in winter time, and when he wants some, cuts it off; catches the finest of salmon in the river, and salts it down; says that money is worthless; that there is no need for a solitary individual in British Columbia to be "on relief," and says he has washed fifteen hundred dollars of gold out of the hill side since last May—about four months. He wants a road into his place—about two miles of road; he also needs teeth.

We had lunch together in the lunch room, City Hall.

#### **HARRY HOOPER OF GASTOWN AND CHIMNEY CREEK.**

Mr. Hooper said: "I am fifty-seven now—on the 28<sup>th</sup> April 1937—and I was three when I came with Father and Mother to Gastown, so we must have come in 1884." (Note: he also said he was born in 1880.) "We came via Portland, Oregon, then up to Victoria on the *George E. Starr*, old paddlewheel boat with walking beam. Then Father and Mother went over to New Westminster, and then over here; just one child, myself; we lived down about Gore Avenue, near the Hastings Mill store."

#### **GREAT FIRE, 1886.**

"There is a lot of bosh talked about the Great Fire; the pioneers did not suffer so very much. It was summer time; you could sleep out under the trees, and the fire did not go past the Hastings Mill much; the fire missed a lot of that locality."

#### **"WEST END."**

"I recall my daddy floating lumber down False Creek to English Bay to build houses; took it down in a rowboat from the old Royal City Planing Mills at the south end of Carrall Street; to build those cottages facing on the little park" (Alexandra Park) "where the bandstand is; one at least of them is there yet; it is the first house on Burnaby Street going east from Beach Avenue. There is a board which sticks out, and if

the paint could be removed you would find 'Dover Castle' painted under it; that is the old name we painted on it; just a name for the cottage; the name of the house. That must have been about 1894. There was no road down there then; we went to a cow path from about Burrard and Georgia Street down to Denman, and then afterwards there was a boardwalk on Denman Street, about three feet wide, to the beach at English Bay."

#### **ENGLISH BAY SCANDAL.**

"The biggest scandal English Bay ever knew was when a woman went bathing without her stockings. She afterwards sued the Women's Christian Temperance Union for slander; the court records will show that."

#### **KLONDYKE RUSH. CATTLE.**

"In 1886, before the big rush to the Klondyke, I drove cattle into Dawson via Telegraph Creek; I was only a bit of a lad then, but the boss brought the cattle along the Cariboo Road, and got together about three hundred; we landed in Dawson with about seven only; that was long before the rush started; the rush started in 1898; they died of everything, weather conditions, hunger, and everything else; it was cold. You will not believe this, but it is true. I have hit a steer on the head, then taken my knife and cut its belly open, pulled out its entrails, and crawled inside to keep from freezing to death; in the morning they had to cut me out. I was no bigger than a minute, and could get inside, and the carcass froze during the night so that I could not get out again. We drove the cattle along a trail which runs for miles and miles along the east bank of the Fraser. We started at the slaughter house at Central Park in 1896, and got to Dawson as spring opened up in 1898. We had all the cattle intact at Telegraph Creek.

"You ought not to put this down, but there was a woman with us, and her husband, and another fellow had a bottle of whisky—just to keep in case it was wanted, and the woman was freezing—so the fellow gave her a drink, and her husband saw him do it. There was a scrap, and well, next morning, the husband was missing and has not turned up yet. What happened I am not prepared to tell you; actually I don't know; I didn't see."

#### **NEW CITY HALL.**

"Does Gerry McGeer think he is responsible for the City Hall being here" (in Fairview.) "Mayor Baxter is responsible for that, not McGeer. Mayor Baxter lives, or did live, across the street; he had property there at the time he was mayor; lived there; and it was he who first got the idea; that was away back about 1911. I know it was he who first got the idea; I know all about it because his sons were associates of mine; we were friendly; they sold out their business lately, and are now running a garage and service station back of the Belmont Hotel, at the corner of Nelson and Granville."

(Mayor Baxter's fine residence, northeast corner Yukon and 12<sup>th</sup> Avenue, faced Strathcona Park, upon which City Hall stands.)

#### **EARLY AUTOMOBILES.**

"Armstrong and Morrison had the first automobile in Vancouver; 'Fatty' Armstrong had it; then the next was the 'Rolling Peanut'; the 'Rolling Peanut'; Annand, and Stark, Ernie and Billy, and then the next was Dr. Riggs, and afterwards F.R. Stewart and John Hendry; I don't know which was first, Hendry or Stewart. Hendry's car was a single cylinder—one lung—'Oldsmobile,' he bought it in the fall of 1905 from Stark, when they had the bicycle shop on Hastings Street up by Westminster Avenue, I don't know where it is now, but I think it is out in Hastings Park, at the exhibition. Hendry paid over one thousand dollars for it. I knew it very well, because I drove it. I learned to drive in 1904 with Dr. Riggs' two-cylinder Ford. Dr. Riggs' car was not a fast car; it took about 'two hours,' figuratively speaking, to go around the park."

#### **BICYCLES.**

"I remember a funny incident; you remember what a lot of bicycles we had one time. Well, we decided to go out on a riding party to Steveston, and went up the North Arm Road" (Granville Street), "up hill, down dale, and when we got somewhere out on Lulu Island there was a bit of a bridge; no side rails in those days, and Mother Hooper was riding ahead, and she called out, 'I'm going over,' and sure enough she rode onto the bridge all right, and then turned at right angles and went head first over the side into a ditch. I dashed down for she was stuck with her head in the mud, and pulled her out, and then rode into

Steveston and got some clothes, and then she dressed under the bridge, and washed the mud off her face before we could continue on into Steveston. She came home by the stage."

**MAYOR GEO. C. MILLER.**

"I have just been down to see George Miller; he's a real fellow; stuck out his hand and said, 'Hello, Harry.'"

C.H. Hooper.  
17 October 1939.

**MEMO OF CONVERSATION WITH CHARLES EDWARD HOPE, ESQ., DEEP CREEK FARM, FORT LANGLEY, B.C., WHO VERY KINDLY CALLED AT THE CITY ARCHIVES THIS MORNING, 3 AUGUST 1939.**

**VANCOUVER ART ASSOCIATION, 1890. FIRST EXHIBITION, ART GALLERY. MRS. ANNIE E. WEBSTER, A FOUNDER.**

Mr. Hope said, after looking at the catalogue of first exhibition, Lefevre Block, 6<sup>th</sup> to 11<sup>th</sup> October 1890, and noticing that Mrs. Webster was secretary:

"She was the whole 'works' of that association and exhibition; I was the 'hanging committee' of one; that is, I climbed up the ladders, did the hanging of the pictures, and then climbed down again. We did not 'turn any down'; there were not so many pictures offered us that we could afford to do that. So Mrs. Webster is still alive; I'm glad to hear that; what is her address?" (Mrs. A.E. Richards, P.O. Box 3087, Honolulu, Hawaii.) "Yes, I was the first 'hanging committee' of the Vancouver Art Association.

**HOPE AND GRAVELEY. W.E. GRAVELEY.**

"My old office was across the street, upstairs in a brick building, next door to Mr. F.M. Chaldecott's" (barrister); "north side, between Seymour and Richards; here it is in this photo." (See C.V. P. Str. 42, G.N. 14.) "That was the time I entered into partnership with the late Walter Graveley who died last June. I have a very large photograph of Vancouver, taken by Edwards Bros.; it is an immense thing; must have been taken about 1900; if you would like to have it, you are welcome to it."

Major Matthews: Weren't you estate agent for John Morton of D.L. 185.

Mr. Hope: "Yes."

**CITY ARCHIVIST'S.**

**COPY OF LETTER FROM W.M. HORIE ESQ.**

2396 York Street  
Vancouver.  
Nov. 26<sup>th</sup> 1935.

Dear Major Matthews:

**STANLEY PARK ARCH, 1889. ZOO.**

We were talking the other morning of the arch erected at the entrance of Stanley Park in honor of the Governor-General, Lord Stanley, who visited us at that time, and after whom the park is named. I have looked up the following facts in regard to the arch which I helped to erect.

We were at it four days, Oct. 23-24-25-26, 1889. The 26<sup>th</sup> was Saturday, when Lord Stanley arrived but did not come to the park that day. There is extant a picture of the arch as set on two base columns of cedar; one of these is a stump; that on the east side I think, which added greatly to the stability of the arch which was framed of rough 2 x 4 boarded with shiplap on which was nailed rough round sticks of fir and cedar. We worked ten hours a day to push it along; nine hours was being worked generally.

In the spring of 1890, a lot of clearing on the Brockton Point Athletic grounds was done; work was pretty slack just then; axemen and laborers were being paid two dollars per day, though the C.P.R. were said to be paying only \$1.50 for the camp kind of labor. Men would go to a certain employment agent; if found a job they paid a dollar and were sent to work somewhere. This agent sent them to the park; they worked a day and were fired; there was a new crew next morning; the man in charge of the work was splitting the dollar with the agent. Started quite a scandal till it got to the ears of the Park Commissioners who put a stop to it. For a couple of weeks before building the arch we were putting up some enclosures for a few small animals, then in temporary cages; except a bear chained to a stump there were two eagles enclosed in wire netting between two trees.

W.M. Horie.

**CONVERSATION WITH W.M. HORIE, OF BAYNES AND HORIE, CONTRACTORS, VANCOUVER, AS HE RODE IN THE STREET CAR THIS MORNING FROM KITSILANO BEACH TO HIS OFFICE AT THE HOTEL GROSVENOR, 24 APRIL 1939.**

**RUSSIAN WARSHIP, 1889. DUNN-MILLER BLOCK, CORDOVA STREET.**

Mr. Horie said: "I got to Vancouver on May 28<sup>th</sup> 1889, and the next day went looking for a job.

"I watched some men trying to remove the old wooden houses, so that the Dunn-Miller Block on Cordova Street near Carrall could be erected, and asked them for a job, but the boss said, 'No,' so I stood and watched, and I saw they were having trouble rigging their tackle and blocks, so I went over and watched, and then finally took a hand, and worked for a couple of hours; no one said anything to me. I was accustomed to blocks and tackles, and showed them how to do it.

"Then, as no one spoke to me, I started to go, but the boss called to me and said, 'Young fellow, I think we'll want you for a day or so,' so I went back to work. I know that was the 29<sup>th</sup> Day of May 1889, because the previous day, the 28<sup>th</sup>, I had arrived from the east.

"There was a man working on the job, and he was a Russian, and I talked to him, and he told me there was a Russian warship in the harbour, and that he hated Russians; don't know why; something. Anyway, he said he had been on board here on Burrard Inlet, and she was dirty; nothing like the clean ship-shape British navy ships."

J.S. Matthews.

See photo, P. Vu. 96, erection of Dunn-Miller Block, or next block, the Lonsdale Block.

Note: in May 1909, two Japanese warships, the *Aso* and the *Soya* visited Vancouver. One of them was the captured Russian warship, *Bayan*; I don't know what the other had been; perhaps captured, too. I noticed the guns on the former *Bayan* had marked on them "Armstrong" (British guns).

**MEMO OF CONVERSATION WITH A.P. HORNE OF 4025 GRANVILLE STREET AND OF THE FIRM OF HORNE, TAYLOR AND COMPANY, LTD., REAL ESTATE AND FINANCIAL AGENTS, WITH REFERENCE TO THE SEYMOUR CREEK MILK RANCH.**

**A.P. HORNE. PHIBBS AND THOMPSON. SEYMOUR CREEK.**

"I came here in November 1889, and about the only person I knew was F.J. Thompson (whom I knew in the North West Territories), who with J.C.P. Phibbs owned and operated the Seymour Creek Milk Ranch. This property was situated at the mouth and on the east side of the creek, and contained approximately 160 acres—formerly owned by Burr, who I understand was one of the first of the Sappers and Miners who came to this province. There was a nice house, and a short distance from it on the edge of the creek was a large cow barn. The principal pasture was a short distance east of the house, on the flats—dyked. At Thompson's invitation, I spent that winter, 1889-1890, and worked on the ranch with them. They had about twenty cows."

## **MILK.**

"The milk, which we conveyed to the opposite shore in a flat bottom boat, was sold in Vancouver. One had to know the tides and eddies and had to row a distance up or down the inlet to make the necessary landing just east of George Black's hotel at Hastings. From there we loaded it on the back end of a rig and drove into town. One of the principal hotels then to take most of it was the 'Leland,' situated on the south side of Hastings Street, near where the head office of the Canadian Bank of Commerce now is."

## **J.C.P. PHIBBS.**

"J.C.P. Phibbs now resides at Port Kells—F.J. Thompson at Port Haney. (Thompson for some years had a boathouse business on Coal Harbour near to Stanley Park.)

"Many of their friends from Vancouver in the spring and summer used to row to Seymour Creek to visit them, including Walter E. Graveley, Wm. Sulley, J.T.C. Williams (of Williams Bros. and Dawson, Surveyors), Mr. and Mrs. Buntzen, Captain and Mrs. Wallace (he was captain of S.S. *Parthia*) and D.E. and Wm. Brown of the C.P.R.

"Some years after Phibbs and Thompson disposed of the ranch—portion of it (including the buildings) was washed away by freshets. This property is situated adjacent to and on the east side of the northerly end of the Second Narrows bridge. In those days there was some good duck shooting up the creek and on the flats."

## **CHIEF GEORGE. SEYMOUR CREEK INDIAN RESERVE. POTLATCH.**

"On the westerly side of the creek (and opposite to the Milk Ranch) was the Seymour Creek Indian Reserve—of which George was chief.

"One day during the winter, Chief George came to see us (which he always did in his canoe) to say that he was going to hold a big potlatch—it being his turn—and that many Indians from the reserves up north were coming to it. For many days, canoe loads of Indians were arriving, their canoes being pulled up on the opposite shore.

"This potlatch was held in a large one-storey long-shaped frame building, roofed with cedar shakes. In it there were six big fires (three on each side, about an equal distance apart and each large enough to take a cordwood stick.) There were no chimneys, just openings in the roof, one above each fire, through which the smoke went out. Along both sides of the building there were wood benches where all the Indians sat and probably slept and the centre of the floor was of earth.

"One afternoon Chief George came over and invited us to go to the potlatch that night and told us at which end of the building we were to enter. When we went in, Chief George beckoned to us to sit behind him, which we did. He was dressed up for the occasion—from what I remember, he wore a black sweater, feathers 'round his head, and red paint on his face. At our end of the building, it was packed with blankets, clothing, etc., etc., as the giver of the potlatch had to give away everything he had."

## **INDIAN DANCES. INDIAN CUSTOMS.**

"The building was crowded with Indians, we (four of us, Phibbs, Thompson, Roaf and myself) being the only white men there. The ceremony (which was going on when we entered the building) consisted of the Indians striking with a stick a long wooden plank which they held on their knees—boom-boom (slow), boom-boom—boom-boom (faster), and so on, like beating a tom-tom. An Indian girl would get up, shawl over her shoulders, and dance 'round and 'round, and when she seemed to have danced long enough and was tired, an Indian took out of a potato sack a handful of (what I was informed afterwards) feathers from the breast of the duck, and scattered them all over her, and so the potlatch kept on.

"After a while Chief George asked if any of us were going to Vancouver the next day and if so would we get him a bottle of gin. When we told him that we would not do so, he told us to leave the potlatch, which we did. This potlatch was kept up for about a week, every night—they must have slept in the daytime.

"Chief George on one occasion came to see us—said he was sick and could not eat, but after a while he consented to have breakfast and ate about a dozen poached eggs, and on another occasions when his wife (Millie) came to see us, she had her shawl over her head and held her right hand to it and said she

was not well, but when she removed the shawl and hand, the right side of her face was black and blue, and she told us that George had hit her there with the canoe paddle."

See photo C.V. Out. 92, N. 92

E. & O.E.

9 July 1935.

A.P. Horne.

### **MEMO OF CONVERSATION WITH MR. A.P. HORNE, 4025 GRANVILLE STREET, 9 JULY 1935.**

A very well-known real estate and financial broker in early years of twentieth century, now retired, member of Jericho Country Club, golfer, etc., etc., etc. Mr. Horne called to ask if I had a photo of the old Dalgliesh home at Jericho, afterwards the first home of the Jericho Country Club; he wanted it for Mr. Chaldecott (Chaldecott Park).

Query by J.S.M.: When did you come here?

Mr. Horne: "November 1889. Went over to live, first thing, with Phibbs and Thompson, Seymour Creek."

(Note: a photo of this ranch, faintly visible in the background, is shown in the famous "Seymour Creek Boating" photo. J.S.M.)

### **SEYMOUR CREEK. MILK RANCHES. PHIBBS AND THOMPSON.**

"They had a milk ranch over there, sold it wholesale, had about twenty cows. You see, I had been in the northwest after I came from England, and I knew Mr. Thompson there, he was running a sawmill there, and when I came to Vancouver I knew no one else, so he said to come over and stay with them. He is still in town. J.F. Thompson has a boathouse at the foot of Georgia Street, and I think Phibbs, C.J., I think his initials were, is at Port Kells yet. We took it in turns to bring the milk over; flat bottom row boat; you had to know the tides; we often used to go about half a mile up the inlet, and then drop back in the eddies to get the boat to Hastings, to George Black's at Hastings. There we would load it onto the back end of a rig and drive it to town, and deliver it to the Leland Hotel; swell hotel in those days, where the Canadian Bank of Commerce is now, at the corner of Hastings and Granville."

Query: Is that the ranch house shown in the picture of a picnic party at Seymour Creek, mostly men in boats, sail boats?

Mr. Horne: "Don't know, but there used to be lots of picnics over there. Walter Graveley, Buntzen of the Vancouver Electric; Mr. and Mrs. Buntzen were living in rooms on Cordova Street; it was not the B.C. Electric then; lot of the best fellows around town used to come over for picnics."

"All that part of the Phibbs and Thompson ranch has gone now; house and barn gone, freshets; washed away. The pasture was below, dyked along inlet shore."

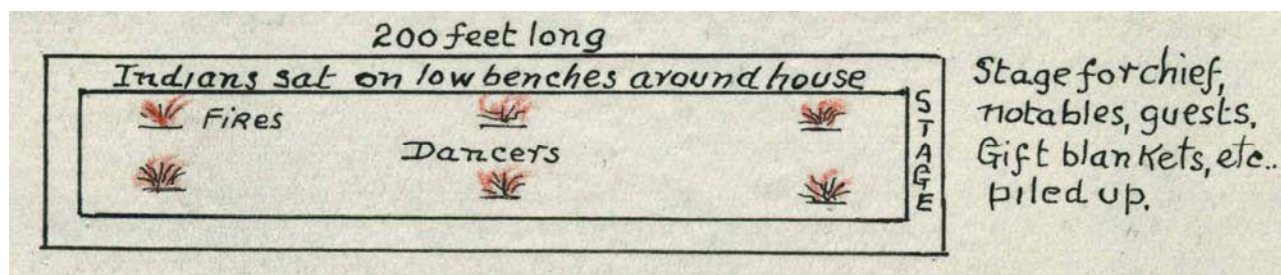
### **SEYMOUR CREEK INDIANS AND SEYMOUR CREEK INDIAN RESERVE. POTLATCHES AT SEYMOUR CREEK. CHIEF GEORGE.**

"You see, here is the plan of the locality; the barn was higher up the creek than the house; both on east side, and the Indian Reserve was across the creek. Old Chief George lived over there in a great big house, a tremendous thing."

Query: How long?

Mr. Horne: "A great big thing; perhaps 200 feet long; built of cedar shakes; no roof, at least, not what you would call a roof; I think it must have been built especially for potlatches or something; no, not a whiteman's building, Indian. Old George came over one day to the ranch and said, 'Hi-yu-potlatch two weeks.' It seems it was Chief George's turn to give a potlatch. So a little later he came over again and said, 'Potlatch, next week, you come.' So he said he would let us know when to come. So one afternoon we were told to come over and we went over and were shown the proper entrance to take. A great big long building like this:"





Item # EarlyVan\_v4\_029

"And a big crowd of Indians inside. There were about six big fires in the middle at distances from each other, spaced irregularly at distances from each other around the building, and all around the building walls was a sort of form or bench—wide bench" (sleeping bench) "—on which the Indians were sitting; the fires were on the earthen floor in the middle. At one end was old Chief George all decked up in ceremonious dress; a sort of leather thing with feathers around his head, and red paint all over his face; looking mighty important and pompous. At the end of the building through which we entered was the place where he sat; that end was packed with goods; blankets and things; in those days, they" (the giver of the potlatch) "had to give away everything; the ceremony was going on when we entered; all around the bench around the building was crowded with Indians, sitting watching; and every now and then someone would pick up a sort of plank, and beat on it, boom, boom" (slow), "boom, boom, boom, boom" (quicker), "sort of beating a tom-tom, and an Indian girl would get up, shawl over her shoulders, and dance around and around; then someone would approach her and take a pinch" (handful) "of feathers—I think they must have got them from the under feathers of ducks—white feathers, and sprinkle a handful of feathers over her; hold the handful over her head and drop them so that they scattered all over her; then would give her a lift up, and put her aside, and another girl would come out and dance.

"After a time, old Chief George came over to us and said, 'You go down town, tomorrow, to Vancouver?'

"Answer: 'Yes.'

"Chief George: 'You get me bottle of gin?'

"Answer: 'No.'

"Chief George: 'You go.' And we went.

"That was in the winter of 1889; the potlatch went on for a week; there were a lot of Indians there, and of course, canoes in numbers."

(Note: a photo of Seymour Creek by Devine and numbered C.V. P. Out. 92, shows these canoes lined along the east bank—about 40 of them—but it does not show the canoes which must have been on the west bank, probably more numerous still, as it would be on the Indian Reserve.)

"Chief George lived in the big house where the potlatch was given, with his wife Millie. George came over one morning and said he was sick. Thompson said, 'Better have some breakfast.' The chief said, 'No, I didn't want anything to eat, too sick.' But finally he consented to eat, and" (laughing) "at about a dozen poached eggs. I think both George and Millie died of drink; both their bodies were found in the creek" (see Haatsalano, Vol. 3); "all Indians have big feet it seems to me."

## **EXPLORATION, CAPILANO RIVER, 1890.**

### **CAPILANO RIVER. CAPILANO CANYON HOUSE. GEORGE GRANT MACKAY. A.P. HORNE. WATER WORKS, CAPILANO.**

(Also see Phillip Oben, *Early Vancouver*, Vol. 2.)

As written by A.P. Horne, Esq. (son-in-law to G.G. Mackay.)

Vancouver, B.C.  
16<sup>th</sup> July, 1935.

#### RE CAPILANO CREEK, NORTH VANCOUVER, B.C.

In May 1890, three of us, Harry H. Mackay (son of the late George Grant Mackay) and Robert Mackay Fripp, both now deceased and myself, decided to inspect the upper reaches of the Capilano River. Arrangements having been made with Chief Capilano (of the Capilano Indian Reserve) to accompany us—as he knew the route we should take, we started about the 24<sup>th</sup> May, (the Queen's birthday). The chief brought his cousin with him.

We were taken to the head of Howe Sound in a small steamer, landing on the east side, near the present site of the Britannia [*Howe Sound Copper*] Copper Mine. That afternoon we climbed the mountain, stopping for the night on the way. Chief Capilano found next morning that he had brought us up the wrong shoulder—however we eventually found the Capilano Creek.

It being extremely hot weather for the time of year, we took our time, travelling in the early morning and evening and resting in the middle of the day. We had packs and blankets, but carried no tent.

Our way took us along the banks of the river. We reached a lake, whereupon the Indians tied two logs together with boughs and saplings, on which we sat with our packs, one Indian paddling with a stick. The scenery on the route was most impressive.

Leaving the lake behind, we came to a portion of the creek which looked like still water but actually a swift current flowed underneath—and very beautiful it was, both banks being overhung with trees and undergrowth. A swim in the clear water seemed very desirable, and we always had our swim despite the cautions of the chief about the coldness of the water and the probability of our drowning! However, we were good swimmers and where the water was fairly deep we would undress, walk some distance up, go in head first and swim down to where we left our clothes. We slept in the open, but the Indians took cover under the overhanging banks of the creek.

Included in our supplies was a tin of beef extract—which we opened one night and took a teaspoonful in a cup of hot water before going to sleep. It was much appreciated by the Indians who consumed the remainder, and complained the next morning that they did not sleep well, the beef tea having caused them to sweat all night!

We saw several black bear in the course of our wanderings. The Chief told us that we were the first white men to come through the Capilano Valley.

Finally we crossed the First Narrows with the Indians in their canoes and landed in Stanley Park, having had a successful trip.

The object of our trip was to see the Valley with a view to taking up land there. Eventually this was done—all the property, from about the old waterworks intake, for considerable distance in a northerly direction, intersected by the creek, being acquired from the Provincial Government.

The property was surveyed by Williams Brothers & Dawson and owned by a company under the name of Capilano Park Company. The Company made a trail through the property and had a cabin built. Later on the property was sold—the purchasers taking off the timber, mostly cedar, which was valuable.

## **MEMO OF FURTHER CONVERSATION WITH MR. A.P. HORNE, 4025 GRANVILLE STREET.**

### **VANCOUVER OPERA HOUSE. C.P.R. OPERA HOUSE. C.P.R. LAND DEPARTMENT. J.M. BROWNING.**

"I came to Vancouver in 1889, and joined the C.P.R. service in the spring of 1890, and I think they were building the Opera House at that time. Anyway, the Opera House was under the management of the C.P.R. Land Department, of which J.M. Browning was Land Agent in succession to L.A. Hamilton. J.M. Browning was a delightfully charming man, was an alderman under Mayor Oppenheimer, was very Scotch, and a pillar in St. Andrew's Church and his conscience evidently did not permit him to mingle too freely with actors and actresses. Anyway, he left the details of the opening of the Opera House to Frank Robinson and myself.

"The Opera House was years ahead of its time, but whatever the C.P.R. lost on the operation of it was made up by the passenger traffic it developed.

"The opening was by the Emma Euch" (?) (pronounced "Yew") "Opera Co. Afterwards we engaged Sarah Bernhardt, the famous European actress, for two nights and one matinée, that was in 1890, and then again we had another play, 'Willing Hands and Honest Hearts,' in which John L. Sullivan, celebrated prize fighter, was principal. It was rather funny, one morning when we presented to Mr. Browning, as he insisted we do, a statement of the expenses and receipts, he picked up the paper and remarked, 'Very satisfactory, you made quite a profit,' and I, just a young man, perhaps thoughtlessly remarked the John L. Sullivan had been quite an attraction. Mr. Browning replied, 'There was no fighting, was there?' and I answered, 'Yes, in the third set. He brought someone with him to knock out.' Mr. Browning was astounded, and said he did not know what Mr. Van Horne would think of it; that he would have to tell him; but we never heard any more of it."

### **THE DROP SCENE.**

Query by J.S.M.: Who painted that famous drop scene, Mr. Horne?

Mr. Horne: "I don't know exactly, but I think it came from New York; I think it came across Canada on two flat cars; I think Lafayette painted it. He was an artist. It was a magnificent scene; I have heard people say—people such as theatrical critics and people who knew what they were talking about—that it was the finest drop scene they had ever seen. It was of the 'Three Sisters' up near Banff.

"The first managers of the Vancouver Opera House were the C.P.R. Land Department, of which J.M. Browning was principal, the second manager was Goldsmid, the next was Evan Thomas, an old countryman in the employ of Wulfsen and Bewicke, financial brokers on Cordova Street. E.R. Ricketts came next."

### **THE FIRST CITY COUNCIL.**

"I quite agree with you that our City Councils were a wonderful body of men; and mind you, they got no remuneration. I think that when they started to pay them that they dropped out, but the first councils were a wonderful fine type of men."

## **MEMORANDUM OF FURTHER CONVERSATION WITH MR. A.P. HORNE, 16 JULY 1935.**

### **WATERWORKS. CAPILANO CREEK. G.G. MACKAY.**

"I came here in November 1889, and the following summer, that would be 1890, an incident happened in which I was the principal, which makes me doubtful as to whether Phillip Oben's story that he was the first man to reach the source of the Capilano River is true. You will observe he says in *Early Vancouver*, Vol. 3, that he crossed in June 1892. The facts are these:

"My father-in-law was the late G.G. Mackay, and at his suggestion, his son Harry, together with R. McKay Frith" (*NOTE ADDED LATER*: Frith), "the artist, Chief Capilano Joe, Joe's cousin, and myself, a party of five of us went to find out something about the Capilano Creek, and we started out on what was then known as the Queen's birthday, May 24<sup>th</sup>." (*NOTE ADDED LATER*: No. 21 May.) "We made our arrangements sometime beforehand and interviewed Capilano Joe who arranged for his cousin to come with us. The trip took four days, three of which, as we took our time were used in coming down the creek from the summit. At Joe's suggestion we were taken by steamer up Howe Sound. Phibbs and Thompson,

who had a milk ranch on Seymour Creek, and with whom I had visited, allowed us the use of a small steamer which they had on Seymour Creek; just a bit of a thing; you know what pleasures steamers were in those days before the gasoline boat came.

"This steamer landed us at a steep place, south of Squamish; there were no habitations at the beach. The first night we climbed the mountain, but when we got to the top the following morning, Joe said it was the wrong shoulder of the mountain, and we went down another side and the next day found Capilano Creek at its northern end. It was extremely hot weather at that time of the year, so we slept in the middle of the day and travelled in the early morning and late evening. We had our packs and blankets, no tents, and travelled down the bed and banks of the creek. Near the summit we crossed two lakes, and the way we crossed was that the two Indians found a couple of logs and tied them together with bows and saplings—I think we had two rafts—we put our baggage on the front end and with one Indian paddling in the stern with a stick on each raft we got across the lake.

"Some distance after leaving the lake coming down the creek going south, we came across a portion of the creek which looked like still water, but actually there was a tremendous current underneath. Everything was wonderfully pretty with the deep, clear water overhung on both sides with bushes. We were pretty good swimmers, and when we suggested going for a swim, Joe cautioned that it was dangerous, besides being too cold, and that we should drown. However, we had our swim, but what we did was the undress some distance down the creek, leave our clothes there, go up some distance, and swim down to the clothes.

"At night, the white men slept in the open under their blankets, but the Indians would sleep in a hollow under an overhanging bank. We had taken with us some beef extract, Liebegs, or something in a small tin, and one evening, rather than throw it away, we decided to eat it in its thick state, and we asked Joe if he would like a teaspoonful of it. Joe tried it, and liked it so well—it was pretty strong stuff—that he took the remainder of the tin and cleaned it all up between himself and his cousin, until it was finished. The next morning, Joe asked, 'You sleep?' We replied, 'Yes, sleep well.' Joe answered, 'No, you not sleep,' and kept rubbing his stomach up and down with his hands, 'I sweat all night, no more that stuff.' He had never tasted it before, liked it at first, and had eaten up a tin full like jam."

#### **CAPILANO LAND OCCUPANCY. CAPILANO PARK COMPANY LTD.**

"Now, Capilano Joe told us that we were the first white men to ever come through, and that may be so. We finally crossed the First Narrows to Stanley Park by Indian canoe. The object of the trip was to inspect the topography of the valley with the view to taking it up for, well, I suppose for speculation, and for the timber, which we did. We took up the whole of the valley under the name of the Capilano Park Company Ltd., and incorporated Company, a family matter in which I was a very small shareholder. The property came down about as far as the first dam and about 1900 we sold to others, and that was what caused all the trouble between the city of Vancouver and the timber holders afterwards over the non-pollution of water. Dr. Carrall had a lot of property up there.

"It was after all the land had been taken up that the city objected to any private people taking up any more; it was blocking the stable door after the horse had escaped." (Note: merely one of the many mistakes Vancouver made.)

#### **TRAIL UP CAPILANO.**

"We put a trail through the property along the creek, and Williams Bros. and Dawson surveyed it. We also built a log cabin. It was a pretty rough trail."

#### **CAPILANO SUSPENSION BRIDGE.**

"it was in 1888 or 1889 that Mr. G.G. Mackay first came to Vancouver; he came from Oban in the Highlands of Scotland, and Inverness." (So did MacLean, our first mayor.) "He had a great idea of this country; was very fond of scenery, and one day he went up the Capilano Creek with somebody, and the result was that he took up a piece of property where the suspension bridge was afterwards built.

"He had a couple of Scotchmen build him a home there, and he built it at a point just above the bridge where the creek bends around a bluff. He built the house on this headland with a verandah at both ends

so that he could sit out on them and look either up or down the creek at the beautiful river and forest scene. Then the people, Otto Semisch, who bought his place, put in the suspension bridge.”

#### **MACKAY AVENUE. MACKAY CREEK. MAYOR OPPENHEIMER. CITY PARKS.**

“There is a road from Marine Drive running north up the Capilano Valley, which is named after Mr. Mackay, and I think the creek is also named after him. He was one of the first Stanley Park Commissioners. He was a great friend of David Oppenheimer; the ideas of both men were generally about twenty years into the future. Mr. Mackay had one idea, which, had it been carried out, would have saved Vancouver from the tragic lack of parks in the centre of the city. He represented to the City Council that they should acquire four or five large squares of land between False Creek and Burrard Inlet, to be used as parks, as playgrounds for children, and places of rest for the aged. He tried to explain to them how the system of parks in the large cities of Great Britain provides for this, and pointed out that such parks would enhance the value of the property surrounding them, and urged that the acquisition of such open spaces in the West End was particularly desirable; the others did not see eye to eye with him, and a great opportunity was lost.”

#### **WOODEN SIDEWALKS. WOODEN STREETS. GRANVILLE STREET AT HASTINGS. “BOYS WILL BE BOYS.”**

“Talking about wooden streets and sidewalks. At the corner of Hastings and Granville streets, where the Canadian Bank of Commerce is now, there was a muddy place between the sidewalk and the planked roadway, in the middle of the street, and the city put down some planks at the crossing, but did not keep them in repair, and when it was very wet, the constant treading wore a hole in the earth and that filled with water. Boys, the little devils, used to wait until you got on one end of the plank, then put their foot on the other end, and the plank would spring up and the dirty muddy water would squirt up in a spray over you. Great fun for them!”

#### **CANADIAN BANK OF COMMERCE. FIRST HOSPITAL.**

“Dr. A.M. Robertson—he has an office on” (525) “Seymour Street—he was the first doctor at the General Hospital, had an office upstairs—under the tower—on the southeast corner of Granville and Hastings streets; there was a grocery store under it on the corner—Berteau ran it.”

#### **CUSTOMS HOUSE.**

(Note by J.S.M.: The first Customs House on Burrard Inlet was probably Hocking’s home at Hastings; he was appointed 1866; the first in Granville is shown on Trutch’s map of Granville, 1870; just where Geo. Brew officiated is doubtful, but he lived at Brew’s or Brockton Point with his Indian wife and Indian-White children. Archibald Johns lived about 1886 and 1887 in a cottage on what is now Water Street—see photo No. C.V. P. Str. 8, No. Str. 29, or map of Granville, *Early Vancouver*, Vol. 3.) “Tompkins Brew is supposed to have lived in the ‘Customs House,’ but he also had a habitation at Brew’s Point.

“However, the first Customs House of pretensions was at the corner of Granville and Hastings, southeast corner; was actually a few yards up Granville Street, in a well-known building with a blunt tower. Dr. A.M. Robertson, first city health officer, occupied the upper rooms; a grocery store was on the corner, and the Customs House was in a small office on the ground floor.” (See Bailey Bros. photo No. 433, C.V. P. Str. 127, N. Str. 87 and words “Customs House” on unpretentious door facing on Granville Street. Col. Worsnop was installed there.)

#### **MEMO OF FURTHER CONVERSATION WITH A.P. HORNE, 30 APRIL 1936.**

##### **NAME PLATE. HUDSON’S BAY BEAVER.**

Mr. Horne said: “Beneath the pilot house of the old *Beaver* was her name plate with her name painted on a big board; it is now in the Hudson’s Bay Historical Exhibit in their store on Granville Street. A. McCreery and I were walking around Stanley Park one day, and went down to the old *Beaver*; she was falling to pieces; it seemed a shame to leave her name plate to be destroyed, so we took it off; no one seemed to want it, and I took it home and kept it in my woodshed for some years, afterwards gave it to Sir Charles Piers, curator, Hudson’s Bay.”

### **SHIP'S BELL. HUDSON'S BAY BEAVER.**

Note: the bell of the *Beaver* was taken from her by one of the Nickson boys, given to his mother Mrs. T.R. Nickson, whose husband was an official of the Capilano Water Works. She kept it many years, and then presented it to the Vancouver Merchants Exchange where it now is. (See *Early Vancouver*, Vol. 3, Nickson narrative, and also negative.)

Note: this bell was not her ship's bell, but the dining saloon bell. (See conversation, Mrs. Walter Winsby, 1 April 1937.)

### **MEMO OF CONVERSATION WITH A.P. HORNE, PIONEER OF VANCOUVER, 8 MAY 1936.**

#### **GRANVILLE ISLAND, FALSE CREEK. A.P. HORNE. G.G. MACKAY.**

Mr. Horne said: "You know that photo" (Bailey photo No. P. Van. Sc. 40a) "called 'West End, 1890,' probably 1889, taken from Fairview" (from site of house now number 1304 West Seventh Avenue, shown in foreground of photo) "showing the two bridges, Granville Street and C.P.R. trestle, and the forest on the West End about Nicola Street. Well, it also shows a circle of piles driven east and west of the bridge around what is now Granville Island; the old sand bar.

"Well, J.M. Chaldecott tells me Paul Marmette" (see *Early Vancouver*) "is confused somewhere when he says Vashon tried to preempt that old sand bar. Chaldecott says that the best of his knowledge is that the circle of piles was driven to the order of G.G. Mackay and his associates, their intention being to make application to the Dominion government for the sand bar for reclamation purposes. Vashon may have had something to do with it, but I doubt it.

"G.G. Mackay was a far-sighted, shrewd, reliable man."

#### **NOTE ADDED LATER:**

Supreme Court Proceedings, 5, 7 and 11 March 1889 to compel Hugh Keefer, C. Vachon, G.G. Mackay to remove piles (see Granville Island file).

### **MEMO OF CONVERSATION WITH A.P. HORNE, 9 MAY 1936.**

#### **FAIRVIEW. EARLY STREET CARS. C.P.R. LAND SALE.**

"I joined the C.P.R. Land Department under Mr. Browning about April 1890; our office was in the New York Block, Granville Street.

"One of the first things I did was help with the auction of the lots in Fairview; A.M. Beattie was the auctioneer. The C.P.R. sold about four or five lots in each block, just to get things started, and they gave the, what is now B.C. Electric Railway, a number of lots on Ninth Avenue, now Broadway, to induce them to run the street car tracks on Ninth Avenue."

### **MEMO OF CONVERSATION WITH R.V. WINCH (OF WINCH AND BOWER).**

Early Cordova Street wholesale and retail fruit merchants, whose place of business in 1887 was 125 feet west of the southwest corner of Carrall and Cordova Street, then the principal business street, and the busiest part, of the City of Vancouver. This small wooden building was pulled down when the Dunn-Miller block was erected. Mr. Winch erected, 1909, the Winch Building, now the Customs House, at the northeast corner of Howe and Hastings. Two or more of his sons served with distinction in the Great War.

#### **WINCH AND BOWER. DR. W.J. MCGUIGAN.**

Mr. Winch said: "Our fruit and vegetable business on Cordova Street was, in 1887, where the entrance to Thos. Dunn Hardware Co.'s store was afterwards; the little shed of a building was pulled down to permit the erection of the Dunn-Miller block. We supplied the Canadian Pacific Railway steamships and railway from Hong Kong to Banff with fresh provisions from that little store.

"Dr. W.J. McGuigan's office was over Jack Levy's tobacco store, diagonally across Cordova Street on the opposite" (north) "side, and a little to the west." (See photo No. P. Str. 41.) "Afterwards we moved to a situation a little further to the west in the same block, same" (south) "side of street."

#### **COSMOPOLITAN HOTEL.**

"James A. Tift was general manger of the wooden Cosmopolitan Hotel when it was first built at the northwest corner of Abbott and Cordova Street. The first day it opened they took in sixty-five cents, and no more; it was *too far uptown*."

Note: this famous hostelry is shown in the well-known photo of the first Dominion Day Parade in Vancouver, 1 July 1887.

#### **MEMO OF CONVERSATION WITH A.P. HORNE, 4025 GRANVILLE STREET, 4 MAY 1939.**

##### **BOWEN ISLAND. SNUG COVE. DEEP COVE. JOSEPH MANNION.**

Mr. Horne said: "You remember Gordon Legg, manager of the Union Steamship Company. Well, he said to me one day, 'Let's go and find Bowen Island.' So Legg and myself, and two others, the four of us, got into two skiffs, sailed out of the Narrows, tacked over to Jericho, then over to Point Atkinson, and finally reached Bowen Island, and went up to see Joseph Mannion at his place. He asked us where we had come from, and his wife prepared a nice meal for us. So then he asked us where we were going to sleep, and we said we had a tent, and were going to sleep on the beach. But he said that would not do; we were to take the barn, and sleep in that. So we slept in the barn, and about daylight a horse poked his nose in the door, gave a mighty snort, which woke up all, and we turned over and went to sleep again, and presently, Joe appeared in the door and said we were to come in for breakfast. We said, 'Oh, no,' but he insisted, and we went in and had a good breakfast.

"He said he was so glad to see 'a face' that he could talk to; it was rather lonely, and he was glad to have a visitor.

"Fine, old, kindly gentleman, Joseph Mannion."

#### **JOHN HOSIE, PROVINCIAL ARCHIVIST.**

##### **OBITUARY, AUGUST 1934.**

A great friend to Vancouver. When most were indifferent, many found difficulty, and some jeered, he urged, "Keep on; keep on."

What those stout words, uttered when all was dark, has meant to those of Vancouver, none may learn, yet millions know. His encouragement sustained a faltering step; his aid supported a genesis as it staggered to stand.

Matthews.

See his printed report on City Archives to City Council, February 1934.

#### **[LETTER FROM T. FRED CLULOW.]**

Shushartie,  
March 31/36, V.I.

PLAN OF FIRST HOSPITAL  
(attached)

J.S. Matthews Esq.  
Vancouver.

Dear Sir:

Yours of the 23<sup>rd</sup> to hand, am much obliged for your kindness enclosing poem.

You mention you have only found four persons. I know the two Doctors, and I think J.B. Kay, but not McConnell. You mention my letter of July 1932, it was written by E. Brown a friend of mine but the fact is I arrived in Victoria first and arrived in Vancouver, May 2<sup>nd</sup>, 1886. My home was at Brierley Hill 10 miles from B'ham, and was induced to come to B.C. by the late Noah Shakespeare, Post Master of Victoria, who in '85 was visiting his home town and happened to be a friend of my family.

I entered the hospital in late May, and was discharged (but not a good job on my ankle) Aug. 29/87. I had a broken ankle and some small bones of my left foot broken, in falling 30' from a building. I was painting for Mr. Ross a former partner of Mr. Lambert. As for seeing me in Vancouver this summer it depends on my financial state, it does not look very promising for me at present, but shall try and make it. These times have made it very hard for me, as I have exhausted my ready cash, and only own some lots at Port Hardy—and my allowance is a mere trifle \$7.50 per month, which I augment by my chickens and fishing salmon.

Are there no record of who was in the Hospital in 1886-87.

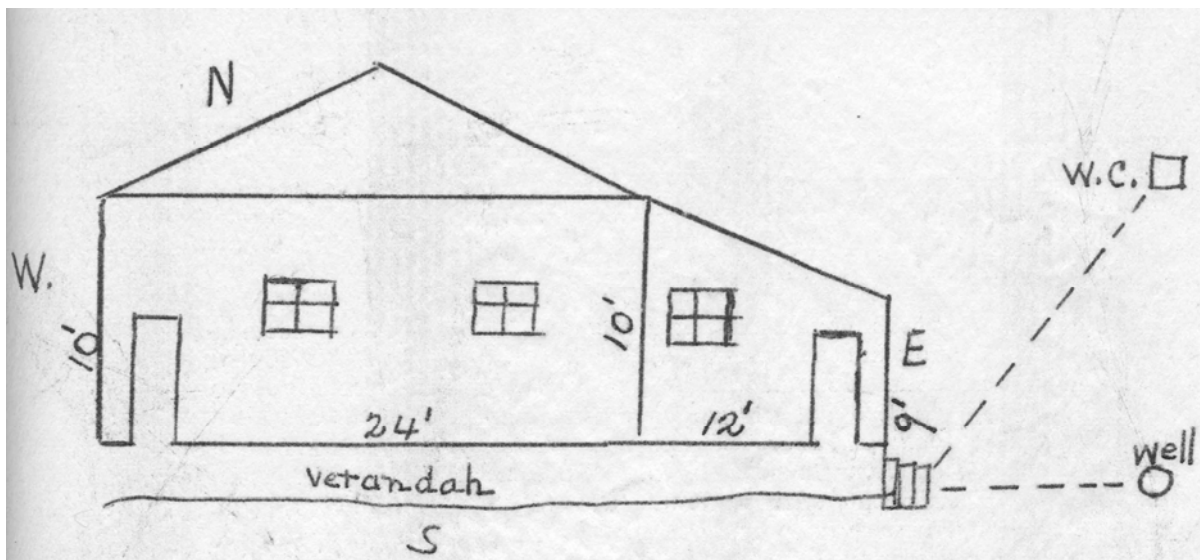
I was sorry to see in the paper the death of Mr. Tisdall, at one time I was intimately acquainted with him, he was a very fine man, but time is taking toll of a lot of us old timers.

Hoping to hear from you in reply,

I remain,

Yours truly,

{signed} T. Fred Clulow.



Item # EarlyVan\_v4\_030

Board and batten, faced street, lean-to E; verandah faced street; C.P.R. track 200' about; building not painted; no stretchers, operating table boards on trestles. Well, about 75', and toilet 100' from lean-to, no facilities for sewerage, no upstairs, all on ground floor.

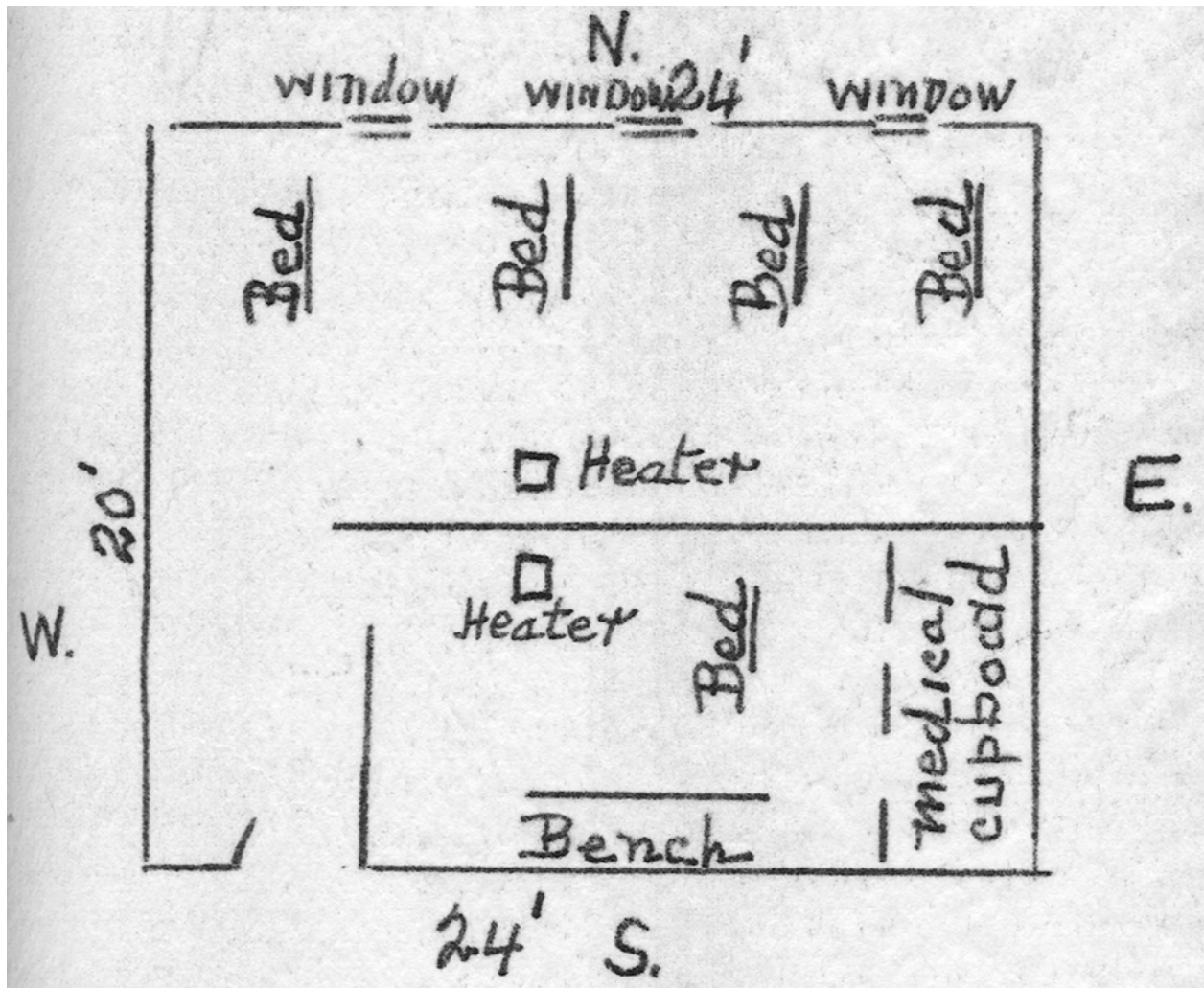
The plan of the hospital I have made is almost as crude as the hospital was, but you can improve on it as the dimensions are as near as possible.

There were two tents, about ½ mile from Hospital which sheltered two or three men with small pox, and attendant, as small pox was prevalent, while I was in Hospital.

{signed} T. Fred Clulow.

Shushartie, V.I.  
Mar. 1936.



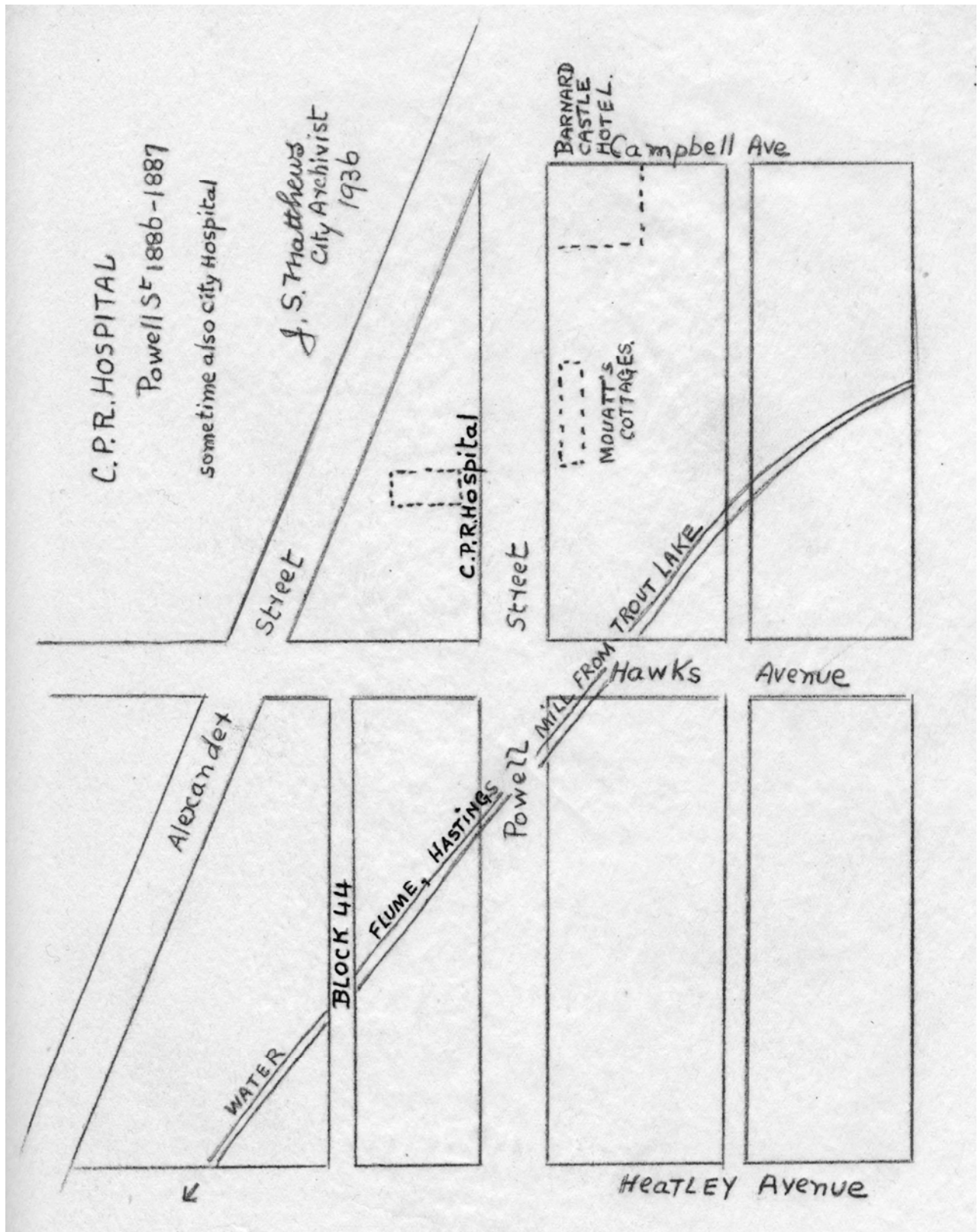


Item # EarlyVan\_v4\_031

April 1936, J.B. Kay comments on this, "Pretty good." J.S.M.

See W.H. Gallagher, J.B. Kay, McConnell, Dr. Langis, Dr. Robertson conversations. They are now the only five living persons who were in the C.P.R. Hospital. J.S.M.

Compare with sketch plan and conversation, J.Q. McConnell, 17 March 1936. JSM.



Item # EarlyVan\_v4\_032

## **THE OUTBREAK OF WAR, VANCOUVER, 4 AUGUST 1914.**

The command of the contingent from the 6<sup>th</sup> Regiment, D.C.O.R., Vancouver's premier regiment, devolved on Major W. Hart-McHarg, second in command of the 6<sup>th</sup> Regiment.

In a subsequent conversation with Capt. W.H. Forrest, paymaster of the 6<sup>th</sup>, and a close friend of Major McHarg's he told me that Major McHarg had said to him, "I cannot understand Hulme" (Lieutenant-Colonel H.D. Hulme, commanding, 6<sup>th</sup> D.C.O.R.) "Here he has got the chance of a lifetime; why doesn't he take it. But with me" (McHarg) "it is different. I have only a couple of years to live in any case." Major McHarg had for years suffered from sort of stomach ailment (indigestion, I think) and once told me that about all he ate was "biscuits and milk." He was a man of five foot ten or eleven inches, big frame, but weighed one hundred and forty-five pounds only; his large head belied that his legs were thin and slender; it was when he sat down in front of me, on the interurban car going to the Richmond rifle range, that I noticed how his trousers covered slender limbs.

### **LIEUTENANT-COLONEL W. HART-MCHARG.**

Concerning his youthful days in Winnipeg, he once said to me: "I cannot fathom the young man of today" (about 1912.) "When I was in Winnipeg" (law student) "all I got was \$25 a month, and lived on it, but today a young man gets pretty much what he wants and spends it; I don't know how they manage it."

How did you live (on \$25 a month)? I queried.

"Well, I walked to the office, wore celluloid collars, and washed them; and as for going to a theatre, why, that was beyond my wildest dreams," he answered, and continued, "I was a ward in chancery, and was known at one time as the 'Hart-McHarg child.'" (His papers are in the City Museum.)

Capt. John McMillan, quartermaster of both 6<sup>th</sup> D.C.O.R. before the war, and the 7<sup>th</sup> Battalion, C.E.F. when organised, told me that Major McHarg sat up all night awaiting word of the outbreak of war, and, to use Capt. McMillan's words, was "bleary eyed" when, next morning, about 10 a.m., a few of the officers of the 6<sup>th</sup> D.C.O.R. assembled at the Drill Hall. There was present Col. Hulme, O.C., Capt. Gardiner, Adjutant, Capt. McMillan, quartermaster, Major Hart-McHarg, and a few others.

### **LIEUT.-COL. H.D. HULME.**

But, in relinquishing the command of the first troops to leave Vancouver, Colonel Hulme, commanding the Sixth, was actually self-sacrificing, and logical. Major McHarg had had war experience in South Africa as a sergeant; Colonel Hulme had no war service at all, and at that time, and to soldiers especially, war service was considered far more essential to command than, later, when all manner of business men rose to high military station and rank. Major McHarg was without ties of business or family; he was unmarried; had a business partner of repute to whom he could leave the firm's responsibilities to its (legal) clients. Colonel Hulme was married with three children approaching their 'teens, and his business affairs included trusteeships, etc., which he could not drop at a moment's notice without injury to others. To let Major McHarg take the first body of men to the front was proper to a logical mind. But it brought unkind thought, and some criticism from the less thoughtful.

Colonel Hulme afterwards commanded the 62<sup>nd</sup> Overseas Battalion, the third battalion to leave Vancouver.

J.S. Matthews  
Captain.  
6<sup>th</sup> Regiment, D.C.O.R.

### **LIEUT.-COL. H.D. HULME, BURIED WITH MILITARY HONOURS TODAY, 4 DECEMBER 1937.**

Col. Hulme was great companionship; always funny; amusing and good humoured; always had a funny incident to relate and keep things sweet and wholesome. Here is one he told me one day.

"Matthews!" he said in his cheery way, "You remember those street cars, Robson street cars, before they put doors on them, how they used to crowd on going to the park?"

"I forget what it was; something at the park; some ceremony, crowds going out there, hanging onto the car steps, and I had to be in the park, but the" (horse-drawn) "cab was late; couldn't wait; had to do something, so I jumped on one of those cars; full dress uniform and all."

(Note: the full dress uniform of the 6<sup>th</sup> Regiment, "The Duke of Connaught's Own Rifles," of which he was either senior or junior major.)

"Well, I offered the conductor five cents but he waved it away, saying, 'Oh, we never charge *the band*.'"

And the beloved man chuckled, and shook all over.

JSM

### **MEMO OF CONVERSATION WITH MR. FRANK HUMPHREY, 2984 TURNER STREET, VANCOUVER, 17 FEBRUARY 1937.**

Who kindly called at the City Archives to explain the details of an old photo taken about 1892 by G.J. Cave, photographer (shown as rooming at 520 Seymour Street, directory, 1892) of four nurses and an hospital orderly (one nurse in dark dress and white cap, three nurses in white aprons, orderly in apron.)

#### **VANCOUVER CITY HOSPITAL. BEATTY STREET, WOOD BUILDING.**

Mr. Humphrey said: "This photograph was taken of the staff, the entire staff except the cook and night nurse, of the Vancouver City Hospital by Mr. Cave, who at that time was a patient of the hospital. I judge it was the summer of 1892.

"The photo was taken in front of a passageway between the two buildings of the hospital, and, as you see, shows the covered passageway to be open on the near side, and closed with windows on the other; it leads from the" (old public ward) "nurses' quarters in the old wooden hospital building on Beatty Street to the newer brick hospital on Cambie Street.

"In 1889, I was ill with typhoid, and entered the hospital a couple of days before Miss Crickmay, who was matron, left." (Note by City Archivist: Board of Health records show that she returned, 10 August 1889, but perhaps she left 9 September at the end of one month's notice.) "I think I entered the hospital about September 9<sup>th</sup> 1889, and remained there until about the end of November; about three months.

"The nurses in the photograph are:

1. Miss Swan, matron, wearing a dark dress and white cap. She went back to Collingwood, Ontario. She resigned.
2. Miss Watmough, the head nurse, who died about five years ago as the wife of Harry Newton. She is shown standing, her head beside passageway post, and wearing a dark dress, with white cap and apron.
3. Miss Bushby, who lived up in Fairview, near Jonathan Miller's home. She is standing, wearing light dress, cap and apron. I don't know what became of her.
4. Miss May, seated between myself and Miss Swan. I don't know anything as to what became of her.
5. Frank Humphrey, or myself.

#### **HUGHES, HOSPITAL ORDERLY.**

"As I said, I went into the Beatty Street Hospital in September 1889, and remained until about November 15 as a patient. Then the porter, not Hughes, but some other man, had a disagreement with Miss Swan, and left, and as I was not in a condition to leave the hospital, they said, 'You had better stop and take his job,' and so I did, and remained ten years, until March 1900, by which time we were in the new brick building on Cambie Street."

### **HOSPITAL ACCOMMODATION, 1892.**

"I had a good job in the old wooden hospital for sometimes, about 1893, etc. we had three to ten patients only; it was an easy position at times. We could accommodate sixteen patients easily, eight beds on each side of the main floor; there was no ward for women; the one ward was a public one, with lavatory and baths and the washroom and kitchen were in the basement and sleeping quarters for the only cook.

"Upstairs there were three rooms on one side of the hallway, and they were the matron's bedroom, a bedroom for a nurse, and the nurses' dining room. On the other side of the hall was a sitting room for the matron and nurses, and two bedrooms sometimes used, if there was especial need, for a woman's room or ward. There were two long rooms where four beds could be erected in each. One was afterwards used as a surgical ward before the Cambie Street addition was erected.

"I was born in Panham, Norfolk, England on the 12<sup>th</sup> July 1865, and came to Canada in 1873 on an Allan Line steamship, and went with Mother and Father, Elijah and Mary Humphrey, to Coburg, Ontario, and remained there until April 1888, when I set out to see the world in the new west. I had a contract to stay six months, and was working on a steam shovel in the Illecillewaet" (C.P.R.) "when there was some sort of dispute between the bosses, and we skipped out; two of us. The station agent wired that we had gone; we were riding concealed in the scoop of a big steam dipper, and they found us, and called for us to come out. For a time we made no movement, but finally showed ourselves, and he like a decent fellow told us not to ride in the scoop dipper, but get into the engine room of the steam shovel" (on the same car), "where it was warmer; it was pretty cold in the dipper; and in that way we got to the coast as the shovel was being moved to Vancouver."

### **GENEALOGY.**

"My wife, who was Miss Delphine Emily Williamson of Fordwich, Ontario, and I am glad to say, still living, and I were married at Christ Church" (Vancouver) "when it was known as 'The Root House,' by the Rev. Norman Tucker, January 3<sup>rd</sup> 1894, and we have seven children, all sons, no girls. They are in order of birth:

1. Frances Percival, died in infancy, age 4.
2. Albert Eldon in Squamish, B.C.
3. Frances James, also in Westminster, B.C.
4. Clifford Bertram in Vancouver (or vicinity)
5. Oscar Arnold
6. Ernest John
7. Robert Alexander Floyd

"Six sons in all living; three married."

Approved after corrections made and signed, F. Humphrey, 2984 Turner Street, 18 June 1937.

J.S. Matthews.

### **ESTABLISHMENT OF EXACT LOCATION OF INDIAN CHURCH AT GRANVILLE, BURRARD INLET, 1875-6 – 13 JUNE 1886.**

1. See photostat of Fire Insurance Map, Sanborn Map Co., 1885, in *Early Vancouver*, Vol. 3, Matthews, which shows oblong building in southwest corner of Lot 14, Block 6, Old Granville Townsite, and marked with a saltire cross, indicating its use as a stable.
2. See photostat of C.P.R. map, route of C.P.R. line through Granville, in *Early Vancouver*, Vol. 3, and also original map in Land Registry office, Vancouver, showing small oblong building in southwest corner, Lot 14, Block 6, O.G.T. in February 1886.
3. See photograph (C.V. P. Str. 8. N. Str. 29) of Water Street, Vancouver, spring of 1886, before Great Fire, taken from between Cambie and Abbott streets looking east (stump in foreground in middle of street), and showing, on left, small cottage with verandah which was Customs Officer Archibald Johns' cottage; next, stable, presumed former Indian Church, and over roof of which can be seen white gable end of the "Parsonage." The sidewalk in front of Johns' cottage should also be noted.

4. See writing, 27 August 1932, Theodore Bryant, Ladysmith, (son of Rev. Cornelius Bryant who lived in "Parsonage"—1878-1881) who spent his boyhood days in the "Parsonage." In 1932, he wrote from memory, for at that time the above maps were not *known* to exist, as follows: "The Parsonage for the Methodist Church was facing the waterfront, and, at the rear of the lot, a narrow sidewalk passed along it towards the Coal Harbor end; the Indian Church faced this sidewalk, and next to that was a cottage occupied by, I think, Archie Johns, who was customs officer; past that, towards Coal Harbor, was mostly cabins and then Indian huts." (See *Early Vancouver*, Vol. 2, Matthews; copy in Provincial Archives.) See also "Memo of conversation, Theo. Bryant, 22 July 1935," to appear in *Early Vancouver*, Vol. 4, Matthews, when completed: "The small building touching the shoreline in front of the Parsonage, and facing in a nor-nor-east direction is probably the boat house." (Read on.)
5. See Rev. C.M. Tate and many other references to Indian church in *Early Vancouver*, vols. 2, 3, and 4, Matthews.

### **CONCLUSION.**

As Mr. Bryant's letter was received 27 August 1932—long before the survey maps were located, and was forgotten by me until February 1936—it would now seem proof conclusive that the Wesleyan Methodist Church, erected conjointly by Indians and whites in 1875-6 during the incumbency of Rev. Thos. Derrick, stood on the southwest corner of Lot 14, Block 6, O.G.T., where on both maps, a building of a corresponding size is shown, that it was still there—only ten years old and in good repair—in the spring of 1886; that it was being used as a stable, which accounts for pioneers of 1885 and 1886 not recalling it; and that it was burned in the fire of June 1886. The photograph (3) shows part of the roof and the whole of the south end as it appeared in the spring of 1886, and it appears as a building singularly similar to the first Wesleyan Methodist Church at Chilliwack, erected about the same year.

15 February 1886, City Hall, Vancouver.

J.S. Matthews.

### **19 JULY 1935 - INDIAN CHURCH AT GRANVILLE, 1875-6. FIRST METHODIST CHURCH IN VANCOUVER. FIRST CHURCH IN VANCOUVER.**

In conversation today with Mr. Ernest Robson, son of the late Dr. Robson, pioneer Methodist minister, he told me that while his father was never stationed at the Parsonage at Granville, he had often visited there, and that his recollection was, and that he had confirmed by conversing with Mrs. [blank], née Thompson, daughter of the Rev. Thompson who was stationed at Granville, that the old Indian church was, during later years, and prior to its destruction by fire on 13 June 1886, used by the children as a playhouse. He said that Mrs. [blank] said she had often played in it. Upon showing him the map of Granville, August 1885, made for insurance purposes, showing the exact location of every building, and pointing out a small building touching the shoreline immediately in front of the Parsonage, he said he thought that was the boathouse, and recalled it because, as a boy, he slipped through the slats of the wooden ways up which they drew their boats, dropped as far as his neck, and had to be sawn out. I pointed out that the Indians tied their canoes to the steps of the church, and he replied that he was under the impression that the Indian church adjoined the boat house.

See *Early Vancouver*, Vol. 2.

J.S. Matthews.

### **3 FEBRUARY 1936 – WESLEYAN METHODIST CHURCH, GRANVILLE, B.C. INDIAN CHURCH, GRANVILLE.**

Sequence of ministers (date approximate).

Rev. James Turner, about 1872 or 1873.

Rev. Thomas Derrick, who built Indian church, 1875-6.

Rev. Cornelius Bryant, whose son Theodore is now postmaster at Ladysmith.

Rev. C.L. Thompson, whose daughter lives in Vancouver and was born in parsonage.

Rev. Joseph Hall, living at the "Parsonage" at the time of the Fire, 13 June 1886, and whose son works in Chemist shop, David Spencers Ltd.

Rev. Ebenezer Robson, 1887 to about 1890, whose son is in Customs House now, 1936, Vancouver.

### **MEMO OF CONVERSATION WITH MRS. INSLEY, 9 MAY 1939.**

Widow of the late John E. Insley, and mother of Frank Insley, City Accountant, City Hall, Vancouver, now resident 75 East Seventh Avenue East, who very kindly called at the City Archives this beautiful afternoon; a tall gracious lady, she must have been a "beauty" in her day.

#### **JOHN E. INSLEY. LELAND HOTEL. CHRIST CHURCH ROTHOUSE.**

Mrs. Insley said: "I see the Dean has been mentioning the City Archives in connection with the Golden Jubilee of Christ Church Cathedral, and that you are helping with a booklet on its history, so I thought I would call, and tell you I was married in the 'roothouse'."

"During this period, about 1898-1904, when Mrs. Machin was active in Christ Church choir, I used to sing in the choir.

"We came from Alderney, one of the Channel Islands, on the same ship, the *Parisian*, as Lord and Lady Stanley" (Stanley Park) "came when they came to be Governor-General" (Lord Stanley assumed office 11 June 1888); "and I was Miss Mamie Draper.

"Mr. Insley" (John E. Insley of Port Moody, and later owner of the Leland Hotel, Hastings Street) "and I were married in the 'roothouse' as we called it—the basement of Christ Church—before they built the church above it; the services were held in the 'roothouse,' by the Rev. Mr. Hobson, the first rector. Miss Evelyn Jowett was my bridesmaid, J.H. Bowman, well-known architect, and still living, was best man, and afterwards we had the wedding breakfast in Mr. Jowett's home, next door to the fire hall on Seymour Street; Chief Carlisle, he's getting old now, was at the breakfast, too.

"Mr. Insley died in the New Westminster Hospital, 25<sup>th</sup> April 1922.

"My living children are:

1. John, now in Vancouver.
2. Thelma, Mrs. Kaye, whose husband is with Union Oil Co., Vancouver.
3. Vernon, on the New Westminster Fire Department staff.
4. Frank, City Accountant, City Hall.
5. Daryl Insley, in Vancouver.

Note by J.S.M.: Mr. John Insley—they went to New Westminster before settling at Port Moody, and Capt. Insley (John's father) died and is buried there in the family plot (Masonic section). John Insley owned, at various times, hotels in Port Moody, Yale, Vancouver and New Westminster.

### **MEMORANDUM OF CONVERSATION WITH CAPT. THOMAS JAMES JACKMAN AND MRS. JACKMAN, AT THE CITY ARCHIVES, CITY HALL, 11 OR 12 FEBRUARY 1936.**

Mr. Jackman came to Gastown in 1883. (No relation to Jackman of Royal Engineers.) They have arrived in Vancouver within the last few days, and are staying at the Ritz Apartments, Georgia Street. Mr. Jackman is wonderfully well preserved for his years—about 74 years.

#### **HASTINGS SAWMILL. MOODYVILLE SAWMILL.**

Mr. Jackman: "I came to Gastown in 1883; born in St. John's, Newfoundland, and came west. Steamboated, towed logs, etc. for the Hastings Mill on their little tug, *Mermaid*, and for the Moodyville Sawmill on the *Etta White*; towed logs from Seymour Narrows, Cape Mudge, Campbell River."

#### **HAND LOGGING ON JERVIS INLET, ETC., 1883-4.**

City Archivist: That was a long way to go for logs in those days, wasn't it?

Mr. Jackman: "Oh, no. There were a lot of hand loggers up there, no horses, no oxen, no donkey engines. Hand loggers were mostly two men partners; side hill logging, screw jacks; pushed the logs downhill, then let the logs slide into salt water; there was a lot of hand logging up Jervis Inlet. I did a lot of towing in 1883 and 1884. Then, in 1890, I went over to Vancouver Island, and went east in 1920; just come back."

#### **SUNNYSIDE HOTEL.**

"Harry Hemlow was running the hotel as I recollect it, and I looked after the office for him. Nowadays I suppose I should be termed managing director, or president, but in those days I simply 'ran the office.'"

#### **DOUGALL HOUSE, CORDOVA STREET. MAYOR DAVID OPPENHEIMER.**

"Jack Boulton" (magistrate), "David Oppenheimer" (mayor), "Tom McGuigan" (City clerk) "and his brother, Dr. McGuigan, stopped at the Dougall House." (Note: where the first big civic banquet hotel was held. See photo No. Bu. 24, corner of Cordova and Abbott.) "I remember once, when Oppenheimer was running against Templeton, afterwards mayor, for the mayoralty, I bet \$500 that Oppenheimer would win. We were in the bar of the Dougall House when Oppenheimer passed; something happened which made me remark that I had \$500 on his success; he leaned over to my ear and whispered, 'If you lose, charge it to me.' That was the sort of man Oppenheimer was."

#### **MAYOR FRED COPE.**

"Mayor Cope died on the Skagway Trail."

#### **MAJOR GENERAL J.W. STEWART, C.B.**

"Jack Stewart" (Major General Stewart, C.B.) "worked on the townsite survey with Hamilton, doing engineering work; just a young man then, and L.A. Hamilton was laying out the city of Vancouver; I have just been up to see him in this office in the Vancouver Block; he is getting pretty feeble; his wife died recently. Jack Stewart married one of the Moran girls of Spokane; Pat Welch married another, Tim Foley still another; the three Moran girls. That's how it came about Foley, Welch and Stewart, who built the Pacific Great Eastern, and part of the Grand Trunk Pacific, etc. He is one of the grandest men the Lord ever produced."

City Archivist: How do you judge?

Mr. Jackman: (with emphasis) "By his actions. When General Stewart was building the Grand Trunk Pacific, I was captain of one of the boats on the Skeena."

#### **FURTHER MEMO OF CONVERSATION WITH MR. T.J. JACKMAN, 20 FEBRUARY 1936.**

##### **GREAT FIRE, 1886. C.P.R. OFFICES AND STAFF. H.H. ABBOTT.**

"H.H. Abbott was C.P.R. General Superintendent at the time of the fire; a Mr. Terhune" (sic) "was his private secretary, and Mr. Smith was the clerk; that constituted the whole C.P.R. staff in Vancouver before the Fire. Of course, L.A. Hamilton was here, but he was in charge of land surveying, and Mr. Cambie was civil engineer in charge of the whole C.P.R. engineering work. They were all living at the Sunnyside Hotel."

##### **SUNNYSIDE HOTEL, NEW PART.**

"Well, the day of the fire, Mr. Abbott was at New Westminster. Just as I was leaving the hotel in a hurry to seek safety—the hotel was in flames, the roof caught fire first, the wind was so strong it blew a firebrand on the roof of the new part, and the roof took fire—well, just as I was leaving the Sunnyside, Mr. Terhune" (sic) "came running across the street from the C.P.R. offices" (Ferguson Block—wood—southeast corner Powell and Carrall streets) "with three bundles of bills" (money in paper notes) "in his arm, and asked me to put them in the Sunnyside safe as they" (the C.P.R.) "had not got a safe. I had barely time to put the three bundles of money in the safe, and then 'beat it.' The new part" (see *World* newspaper souvenir number, 1896, for illustrations of both old and new parts) "was then in flames."



### **OFFICE SAFE. SUNNYSIDE HOTEL.**

"The safe was located in the centre of the new building, and as the new part was well over the water—there was about ten feet of water under where the safe stood—when the floor broke the safe fell in the water, and that evening we examined the safe and found everything in good order—wet of course, but in good order. That was the only safe in town which stood the test, the rest of the safes in Vancouver were melted into an amalgam." (Not quite correct. J.S.M.)

(Approved by Capt. Jackman, 23 May 1936. JSM.)

Capt. Jackman died some months later, in Vancouver.

### **MEMO OF CONVERSATION WITH CAPT. T.J. JACKMAN, RITZ APARTMENTS, 1040 GEORGIA STREET WEST, VANCOUVER, 22 APRIL 1936.**

Came to Vancouver, 1883 from St. John's, Newfoundland.

City Archivist: Did you vote at the first election, 1886, for Mayor and Council? Ald. Harvey was in this morning; they are going to give a banquet on May 4<sup>th</sup> at the Hotel Vancouver to surviving citizens who voted at the first election.

Capt. Jackman: "Yes. Across from the Sunnyside Hotel, in Jonathan Miller's place, the Court House, they had a booth rigged up there. I voted for MacLean. Do you want to know why? Well, Alexander was running against him, and Alexander was manager of the Hastings Mill, but he made some wisecrack about Canadians being only 'North American Chinamen' anyway, and that licked him." (See W.H. Gallagher, *Early Vancouver*, Vol. 1.)

"You see those opposed to Alexander had nothing 'on him,' so they had to get something to use as election propaganda; there hadn't been any Council, so there hadn't been any 'misdeeds'; nothing to quarrel about; nothing to hold an investigation on; so they were short on election propaganda; so they worked up the 'North American Chinaman,' and the election was fought on that. He said it all right, but when or why, I never have known. It might have been because before the Canadians came we had only ten cent pieces; if a thing was two for a quarter you got ten cents change, and then the Canadians came, and brought five cent pieces with them.

"Alexander was a good man; they had nothing on him; they had nothing to use; so they framed it up to give plenty of publicity to his 'North American Chinaman' slip, and won the election. All the voting was done right there on Water Street in the little old Court House."

City Archivist: How did it come that you voted at all; you were not a property owner.

Capt. Jackman: "Well, I don't suppose that ninety percent of the people who voted did own property at that time; there was no property for sale very much, and as I recall it, anybody who had lived here three months was available to vote." (Not quite correct.) "It was a quiet kind of election, and it was known a half an hour after the voting was over who had won.

"Speaking for myself, there was not very much money around Vancouver in those days. Vancouver did not really begin to have money around until 1892 or 1893; it was terrible in 1888 and 1889, and even up to 1890 there was very little money; it was scarce. Things were just as tough as it is today with our financial troubles. The C.P.R. trains would come in with no more than dozen passengers in the pullmans, and I know, because I used to go and meet every train."

### **DAVID OPPENHEIMER.**

"There's something I want to tell you about Dave Oppenheimer. I was connected with the Douglas House hotel at the time of his election, when he was running against Wm. Templeton, a grocer, and Oppenheimer was stopping at the hotel with all his folks at the time, and there was a man by the name of Goodmurphy ran the Alexandra Hotel which was built on the same property as the Sunnyside" (not understood. J.S.M.) "was on after the fire. Goodmurphy came into the bar, and he said he had \$500 to bet that Templeton would beat Oppenheimer next year for election. I was a strong supporter of Oppenheimer, and felt he could not lose, so I went around amongst my friends and got a 'tarpoleon

muster,' that means that we all dig up together, it's a nautical term, and we raised the \$500 and covered the bet. This was in the forenoon. When Dave came to his lunch at one o'clock it was a customary thing for him to go to the bar and buy a drink for who was there. He saw me standing there, and he said, 'Come on over and join us'; he whispered in my ear, 'I heard you made a bet today. If you lose it I will make good.' That will give you an idea of the type of man Dave Oppenheimer was. All that I can say that if there ever was a good fellow, Dave Oppenheimer was one."

#### **FURTHER CONVERSATION WITH CAPT. T. JACKMAN, 2 MAY 1936.**

##### **H.B. ABBOTT. SUNNYSIDE HOTEL. C.P.R. OFFICES, GRANVILLE, BURRARD INLET. THE GREAT FIRE, 1886.**

"I was an employee of Alderman Harry Hemlow at the time of the fire; he was lessee of the Sunnyside Hotel; I was chief factotum; general manager they would call it in these days of high sounding titles, but just 'boss' in those days. The staff of the C.P.R. in Vancouver at that time was just three men" (not quite correct); "Mr. Abbott, his secretary Mr. Turine" (sic) "and a man named Smith, and when the fire came down on us, I was just clearing out when Mr. Turine" (?) "came rushing across the square from the Ferguson Block" (southeast corner Carrall and Powell) "where the C.P.R. had their offices on the upper floor, with three big bundles of notes" (money), "and wanted me to put them in our safe. I rushed back, and put them in the safe, but the fit was so tight I had to jam them in with my foot before I could close the safe. The safe was in about the middle of the building."

##### **DEPTH OF WATER UNDER SUNNYSIDE HOTEL.**

"When the hotel burned the safe fell through the floor and there was about ten feet of water below; it fell into that, and was the only safe in town which came through the fire unharmed." (Disputed. J.S.M.)

"Other safes survived in more or less damaged condition; one or two nothing more than so much amalgam, but, except for being wet, the contents of the Sunnyside safe were as good as ever."

##### **MAJOR GENERAL J.W. STEWART, C.B.**

"I have just been up to see my old employer General Stewart in his office on Granville Street; he is getting older. I worked for him on the Skeena River during construction days, was master of a river steamer, and so on. He was a splendid man to be associated with."

Original signed, "O.K.—T.J. Jackman."

#### **MEMO OF CONVERSATION WITH CAPT. T.J. JACKMAN, RITZ APARTMENTS, GEORGIA STREET, 29 AUGUST 1936.**

##### **JOHN THOMAS. "NAVY JACK."**

Mr. Jackman said: "When I first came here in 1882, 'Navy Jack' was living in a shack by the 'Hole in the Wall' at the foot of Abbott Street, in a shack behind the 'Parsonage'; he also had a place on the west side of the Capilano Creek across the Narrows, and was living with an Indian woman.

"'Navy Jack' was a man about five feet eight or nine, good complexion, very good, almost florid, weighed about 160 or 170, with a mustache, square shoulders, heavy built man, and he would be about 50 or 55 then. He died soon after—about a year or two—probably 1884 or 1885, anyway before the fire, and may be buried on Deadman's Island or in the park at Brockton Point.

"I used to talk to him quite a lot. He had been up in the Barkerville country in the early days; in the early sixties. He had been master of a boat running from Soda Creek to Quesnel. I was a very young man, he was much older, but he was always very agreeable to me. He liked the ladies; very fond of ladies; liked their company.

"To me he was just an ordinary man; used ordinary language; never coarse. I was mate on the *Etta White* at the time, and when we came over from Moodyville I would meet him on the beach or around the saloons; there was no other place—other than the saloons—where we could meet. He was just an ordinary westerner; nothing outstanding about him."

**DEIGHTON HOTEL. GRANVILLE HOTEL. JOSEPH MANNION. DAN MCNAUGHTON.**

"It makes me boil when I read the stuff which is printed about 'Gastown.' There was no 'rough stuff' allowed; if you had a wallet of money you would be just as safe in one of the Gastown hotels as if you were in the Hotel Vancouver today. So far as my opinion goes, the Deighton Hotel was run just as well as any well-conducted hotel in Vancouver is today, and so far as Joe Mannion's Granville Hotel is concerned, it was run equally as well, if not better, than any well-conducted hotel is today. The Granville Hotel was a respectable first-class hotel, and the people who ran it were as good as the best. Dan McNaughton, the bartender, was respected by everybody, and had the confidence of every logger in the country, and he was well known by everybody. He afterwards ran a cigar store for years on the corner of Cordova and Carrall streets."

**MEMO OF CONVERSATION WITH CAPT. T.J. JACKMAN, 19 OCTOBER 1936.**

**JOHN THOMAS. "NAVY JACK." WEST VANCOUVER.**

Capt. Jackman: "'Navy Jack?' Why, I knew him quite well; a fine man; he had an Indian wife. He was the man who packed a piano weighing 200 pounds from Quesnel to Barkerville, and got one dollar a pound for doing it; packed it on his back; two hundred pounds, not one hundred, two hundred; a big, fine, strong man. He did that in 1862."

**EXCERPT, LETTER, 21 MAY 1937, MRS. (MAJOR) LACEY R. JOHNSON, MONTRÉAL, TO MAJOR J.S. MATTHEWS, CITY ARCHIVIST.**

"You will no doubt know that my husband laid the foundation stone, and was one with Mr. H.J. Cambie and Mr. (D.B.) Charleson who stood in the gap when the lower part of the building was seized for debt."

Note by J.S.M.: This refers to what is known as the "Roothouse," or basement of Christ Church Cathedral (see map of it in Dakin's Fire Map, 1889); the "gap" means that the church was in financial difficulties after they left the Durham Block on Granville Street.

**MEMO OF CONVERSATION WITH (FORMER LIEUTENANT) W.H. JORDAN OF 725 JERVIS STREET, VANCOUVER, 6 NOVEMBER 1936.**

**JOHN DEIGHTON. "GASSY JACK." "GASTOWN."**

Mr. Jordan said: "In 1925, when he was out here from Maidenhead, England, on a visit, I was talking with an old man named Hulbert; we used to stroll around the West End together; he had been out here in a warship at Esquimalt, first in 1856, and he used to delight in talking about his experiences in those early days. I always remember what he told me about coming to Burrard Inlet with "Gassy Jack" in 1864; how he came from New Westminster with him. "Gassy Jack" had heard some rumours about something; what they were I don't know, but anyway, the two of them came over to Burrard Inlet together, but my old friend, Mr. Hulbert, had to get back to his ship at Esquimalt, and did not stay; I don't know what ship it was.

"Anyway, the next year, when his warship was somewhere around here, perhaps out in English Bay, he came ashore and visited 'Gassy Jack,' and by that time Gassy Jack had got his shack built, and everything in shipshape order. Anyway, Mr. Hulbert, told me he was so taken with the location that he decided that when he got out of the navy, he would come back, and 'Gassy Jack' and he were going partners."

**MEMORANDUM OF CONVERSATION WITH JAMES BROWN KAY, 1150 COMOX STREET, AT THE CITY ARCHIVES OFFICE, 19 FEBRUARY 1936.**

I told Mr. Kay that I had that morning had a conversation with Dr. Robertson re first hospital, and had shown Dr. Robertson the photo of a gang of men laying the first street car rails on Powell Street between Heatley and Carl Avenue (passing street car siding). (See photo C.V. P. Trans. 11, N. Trans. 7.)

### **FIRST HOSPITAL IN VANCOUVER.**

Mr. Kay: (Looking at photo which had not been explained to him as to location, date, or anything else.) "There's the first hospital; that's it there." (Pointing to side of long whitish building, with two windows, one chimney, storefront, what looks like a window awning over sidewalk, C.P.R. curved cutting, and old Hastings Road beyond, and part of smaller darker coloured building with chimney in end of roof, at northern end; forest behind.)

"There's the first hospital. Isn't that the first hospital? But this photo is a long time after Powell Street was cut through, a long time after I was there. The only thing different is that the first hospital was not quite square with the street."

City Archivist: That building is not square with the street, or more of the storefront would show.

Mr. Kay: "Look, there, across the road is that row of houses Mouat of the Hastings Sawmill built. There is the old Barnard Castle Hotel, too. But where is the lean-to? What does Dr. Robertson say?"

City Archivist: He says those are the windows.

Mr. Kay: "The windows *were* there like that, on the side."

City Archivist: How do you account for the upstairs?

Mr. Kay: "Well, that's the only building I can see which looks like the hospital to me. Of course, there was nothing down there in those days, just roots, stumps, trees; it was pretty hard to tell where you were. I spent three weeks there. There was one room upstairs—in the roof."

### **HOSPITAL BEDS. FIRST NURSE AND COOK HUGHES. POWELL STREET IN 1886. BARNARD CASTLE HOTEL.**

"The beds really were downstairs as Dr. Robertson says, but I slept upstairs; there were two beds upstairs, not four as you have it that I told you before. Hughes slept in the cookhouse here to the north, at the back" (darker coloured building.) "What makes me more sure than anything that it is the hospital is that Mr. Mouat put up this row of houses—all of them alike—just west of the Barnard Castle Hotel just after I left. The hospital was on one corner, and they were on the corner opposite. Anyway, they were just across the street."

Query by City Archivist: Wonder if first hospital was burned down—there was a fire in some hospital about early 1887. (See City Council minutes.)

(Dr. Langis says, conversation, 2 March 1936: "The C.P.R. tore it" [the hospital] "down.")

"Hughes was a cook on a sailing ship at Moodyville; he left her; the last I heard of him he jumped off a dock in Seattle. Queer man."

### **HASTINGS SAWMILL FLUME. WATER FOR HOSPITAL.**

"There used to be an old water trough or flume—it ran from some lake to the Hastings Sawmill—right back of the hospital; don't know how far—say one hundred feet or so. It had a hole in it, a plug. We used to take our buckets over, pull the wooden plug out, fill our buckets, boil the water to purify it. Perhaps that was why the C.P.R. Hospital was put there, to be near the flume of fresh water."

Note: the Hastings Sawmill flume—Vancouver's first water supply, from Trout Lake—passed approximately across the corner of Hawks Avenue and Powell Street. (See C.P.R. plan of line in Land Registry office.)

J.S.M.

**[LETTER TO EDITOR OF SUNDAY PROVINCE FROM GEORGE H. KEEFER.]**

756 Cloverdale Avenue  
Victoria, B.C.  
Mar. 22<sup>nd</sup>, 1932.

Editor Sunday Province:

I am rather interested in your call on the old timers I can't recall the exact date of arrival of Granville but I well remember the party of surveyors who left Victoria one evening on the old steamer Maud which took all night to plough her way to the Hasting's Mill wharf.

**CAPILANO WATERWORKS.**

The party consisted of Geo. A. Keefer, chief, H.B. Smith, assistant engineer, Fred Bodwell, Fred Little, chainman, and myself, picket man. We took up quarters at the Sunny Side Hotel with the late Harry Hemlow as proprietor, Tom Jackman, bartender and good old Joe Fortes a hotel runner, shoe shine and man of all trades. In those days when it became known we were surveying for waterworks to be brought across the Inlet, we were thought to be a little queer by some of the old timers of Gastown. They could not see how we could bring water across that foaming tide. However, we operated from the Sunny Side Hotel going across the bay each morning and back in the evening taking our lunch put up in great style by Mrs. Hemlow and her sister.

Harry and Ben Chase were running the Dayton Hotel just across the street from the Sunny Side. Bill Blair ran the Terminus Saloon up Water St. a little. It rained nearly every day so that we hardly ever came home with a dry shirt.

After the survey was completed we returned to Victoria on the old Princess Louise from New Westminster to Victoria. We had to drive over by stage, an old democrat doing the service. Kingsway in those days was a narrow winding dark road through tall timbers and full of muddy pitch holes. The old plugs could hardly make Mount. Pleasant hill and we were on the look out for a hold up. Everybody in the party were jubilant and we sang most of the way to help keep the holdup men off.

**C.P.R. EXTENSION TO GRANVILLE.**

My real experience of Vancouver came later when in March 1886 I commenced clearing the Right of Way of the C.P.R. Ry. from Port Moody to English Bay when I accoutered Mr. Sam Greer at his property line Kitsolana. I had 85 Stikene Indians and about 50 white men on the Right of Way and completed the job on June 12<sup>th</sup> moved a big scow with my camp outfit down to the Sunny Side Wharf on float and tied up. The 15<sup>th</sup> was pay day on the Ry. so I went to Hugh Keefers office who was the head contractor drew some money and gave each \$5.00 in advance. These men, next day when the fire took place ran down to my scow turned it loose and were blown down to Hasting's Mill saving all my outfit and provisions.

**THE GREAT FIRE.**

The day after the fire the idea struck me to put up my tents and feed the people. So I got my men together and putting up two long tents with floor, tables and bench opening up as the R.R. dining rooms. I sold first class meals to all commoners at 25¢ and took, in \$75.00 at a meal for some time. Many old timers will remember a big banner on canvas R.R. dining rooms. Well, business howled for about 6 weeks by which time new buildings began to open up and R.R. dining rooms went on the bum.

**"C.P.R. HOTEL."**

McPherson put up a big barn of a place opposite Pat Cary's on Hastings Street. I remember the sign read "Raised from the ashes in three days." The day after the fire, I saw a burned out hotel keeper selling whiskey from a bottle on his hip pocket and a glass in his hand, his counter being a sack of potatoes. The night of the fire, June 13<sup>th</sup>, I slept on the ground near

Hugh Keefer's safe which lay upside down in the ruins, and which was supposed to hold the pay for the railroad gangs ready for the 15<sup>th</sup> payday.

#### **FIRST CITY COUNCIL. POLICE STATION IN TENT.**

I knew most of the old timers and helped to elect Mayor MacLean, Dr. McGuigan, and Harry Hemlow, and well remember the old maple tree, and the first council meeting after the fire. There was a tent just behind that famous picture which was the city lock-up and when that picture was taken there were a few sore heads with leg irons on them laying in that tent.

#### **GREAT FIRE, LOSS OF LIFE.**

Pat Gannon kept butcher shop next door to the R.R. Dining Rooms; he was my butcher and banker, and a fine old fellow. The only building escaping the fire as I can remember was "Costello's" hotel, half built. I can't quite recall the name at present. The fire killed about fourteen people as far as I can remember. There was a masonic funeral that day and most of the prominent people had driven to New Westminster as we had no graveyard in Vancouver at that time. McCormack, a sub-contractor on the ry had been killed blasting stumps, and they buried him in New Westminster. Tom Sawyers [*sic. Cyrs*] kept the Granville Hotel. Poor Tom was under the impression that he was some relation to the old prize fighter who fought Heenan, hence his many street fights of which old timers well remember. He made one big mistake one day when he undertook to lick Alf Banham the butcher, for Alf just backed him across the street, landing a good openhanded slap on Tom's ears with every slip.

#### **LIQUOR WAREHOUSE.**

Many old timers will also remember Fred Burrows' fighting bulldog. Fred was supposed to keep a wholesale liquor house, but most of the time was spent keeping out of jail over his dog; his dog was something like Tom Cyrs, thought he could lick anything on earth.

I look back with pleasure on those old days for I seem to see only the comic side; they seem to stick out above the more serious ones.

Now, Mr. Editor, if you care to publish my letter of old times in Vancouver you may do so but please connect it up suitably for print, as it is not written with that idea in view; just talk on old times by an old timer.

Yours very truly,

George H. Keefer.

#### **[LETTER FROM GEO. H. KEEFER.]**

Victoria, B.C.,  
756 Cloverdale Ave.,  
Nov. 6<sup>th</sup>, 1933.

Mr. Matthews,  
Vancouver City Archivist.

Dear Sir:

#### **CAMPBELL AVENUE. J.W. MCFARLAND. GEO. A. KEEFER. CAPILANO WATERWORKS.**

Your request of Oct. 27<sup>th</sup> just to hand, having been returned from Taghum. 1<sup>st</sup> question I do not know who Carl, Hawks were but Campbell most probably was after the pioneer Druggist of Victoria now in the Campbell Blk. Cor. Douglas and Fort Streets. Now Mr. Joe W. McFarland of Vancouver might give you the desired information as he was bookkeeper and paymaster in early construction days for Hugh F. Keefer, contractor and who was my uncle.

Geo. A. Keefer was Locating Engineer for the C.P.R. through the mountains under Major Rodgers. Keefers station on the main line was his headquarters and hence took the name. Geo. A. was the promoter and Surveyor of Capilano Waterworks. I worked for him on that Survey. He

was later appointed Dominion Gov. Engineer with office at New Westminster and died in harness at that place. He also laid out the early townsight of Vancouver making the first map and the streets were named after old Victoria Celebrities such as Prior, Oppenheimer, Powell, Cambie, Dunlevy, Gore, etc. etc.

#### **FIRST MAP MADE BY H.B. SMITH.**

This map was made in Victoria by H.B. Smith assistance to Geo. A. During the winter of 85 and 86.

Now Mr. Matthews as I said Mr. J.W. McFarland may be able to give you data on Carl & Hawks and should you want any information re early days, don't hesitate in communicating with me. I was on all the Construction Wks., carried on by H.F. Keefer and also with Geo. A. Keefer on some of his works.

My father Jno. G. Keefer a brother of H.F. Keefer came from "Thorold, Ont" they came west with the C.P.R. and had numerous contracts.

Will fill in the enclosed Genealogy sheet at my leisure and forward to you.

Yours sincerely,

*[signed]* Geo. H. Keefer.

#### **30 NOVEMBER 1933 – GEORGE HENRY KEEFER.**

756 Cloverdale Avenue, Victoria, B.C., born at Bowling Green, Ontario. Arrived from Ontario to Victoria, B.C. on 30 June 1885. He was a Railroad Contractor. Married 17 November 1914, Vancouver, at Christ Church to Lois Dyson, daughter of Wm. Dyson, Houndley, England. No children.

#### **MEMBERS OF FAMILY.**

Five brothers and two sisters all residing in B.C.

#### **PERSONAL SERVICES.**

On construction of C.P.R. into B.C. Also on Island Railway (E&N) during construction, Vancouver Waterworks (Capilano). Served three years in Great War in France. Promoted to St. Sgt. from 1915 to 1918 with Canadian Forestry Corps. 242<sup>nd</sup> Battalion.

#### **FAMILY ORIGIN.**

The Keefers came originally from Alsace and Loraine; settled in Pennsylvania during British occupation of the country. The family were divided when the Americans gained their independence. Half the family remained loyal and the others were pro-American. After the war the Loyalists left America and settled at Thorold, Canada, entering the milling and other pursuits, later promoting the first Welland Canal scheme.

#### **HISTORICAL.**

The Keefers became very active in commercial and political affairs of the country, and had on many occasions to shoulder guns to protect the young community from the ravages of the Indians, who raided the district around Niagara at intervals.

My Great Grandfather George Keefer had four wives during his life, and was the father of nineteen children.

On two occasions of his marriages, he married widows who had several small children, all helping to make the Keefer family more numerous. Some became Doctors, Lawyers, etc. but the profession which seemed to predominate was Civil Engineering. Thos. C. Keefer, C.E. who got out the survey of all preliminary work on the 1<sup>st</sup> Welland Canal, was afterwards head of the department at Ottawa. The next generation produced George A. Keefer, C.E. who did most of the

locating of the C.P.R. through the mts., and after construction days became Dom. Gov. Engineer for B.C. stationed at New Westminster.

**[LETTER FROM GEO. H. KEEFER.]**

756 Cloverdale Avenue  
Victoria, B.C.  
Dec. 2<sup>nd</sup>, 1933.

Dear Mr. Matthews:

**STEAMER MAUD. CAPILANO WATERWORKS. HASTINGS SAWMILL WHARF.**

I have just got time to fill in the document you sent me some time ago. I don't know if I have done so in the manner you wished or no? However, if not you can send me over another one. It was the winter of 85 & 86 that I first set foot on the shore of the present Vancouver, then about changing its name from Granville to Vancouver. I went over from there on the old Stmr. Maud with Geo. A. Keefer and his party of surveyors, to commence the first survey of the Capilano Waterworks. We were all afternoon and night making the trip and landed at Hastings Sawmill wharf the next morning, rather cold and dull weather Jan. 15 or 20<sup>th</sup>, 1886.

The party consisted of Geo. A. Keefer, chief, H.B. Smith, Assistant, Fred Bodwell, Chairman, Fred G. Little, topographer, and Geo. H. Keefer (myself) Picketman.

**SUNNYSIDE HOTEL. ALDERMAN HARRY HEMLOW. JOE FORTES.**

We stayed at the Sunnyside Hotel then ran by Harry Hemlow, Prop., Thos. Jackman, Barkeeper, and Joe Fortes, colored porter. We would row over across the inlet in two boats in the morning and take lunch with us. Work all day and row home at nights. Some days it would rain all day and was most disagreeable climbing the mountain through the thick brush, interspersed plentifully with devil-clubs, etc. Vancouver was a veritable mud-hole on the main streets at that time, plenty of men looking for work and the bars doing a roaring business. Later in the same spring we started work on the section of the C.P.R. from Port Moody and to English Bay to the consternation of the Port Moodites.

*[signed]* Keefer.

**[LETTER FROM GEO. H. KEEFER, RECEIVED 4 JUNE 1935.]**

Mr. Matthews,  
Vancouver City Archivist.

Dear Sir:

**OVERSEAS SERVICE.**

Some time during our late correspondence you asked if I had a photo to spare to go with my correspondence, etc. etc. I might say that the only one I can give you at the moment is one in uniform, taken in Paris at the close of the late unpleasantness. Should you like to have one I will be most pleased to comply with your request.

**C.P.R. RIGHT OF WAY, PORT MOODY TO VANCOUVER, 1886. INDIAN LABOURERS.**

Well, sir, as time passes, and as a consequence, we grow older; and see at intervals, the death notices of old timers, and the demolition of old things; it makes one wonder if he or she is not about the only one left. This feeling often comes to me, makes one feel a sort of Wandering Jew. I see an ad. of the death of a dear old time chum of mine a short time ago "Mr. Alf Banham." We were great friends in early days, and went prospecting up the west coast together. I am keeping fit and feel as good as the days when I cleared the right of way for the C.P.R. into Vancouver 1896. [?] I had about eighty five Stickene Indians on the job, and some of them were quite smart and intelligent, all of them good workers, good with axe and handspike.



**CLEARING FOREST OFF WEST END, 1886. SUNNYSIDE HOTEL. JOE FORTES. GREAT FIRE, 1886.**

I would be lost in Vancouver today! I might as well be in a foreign country, only that, I might be able to hear my own language spoken. I slash the whole of the West End of Vancouver from Burrard St. west to Stanley Park and from Coal harbor to False creek. *[Of doubtful accuracy. J.S.M.]* It was fire from this slashing that the great fire of 1886, June 13<sup>th</sup> started or, at least got its impetus. My headqtrs. at that date was the Sunnyside Hotel, Mr. Harry Hemlow, Prop. Tom Jackman, Barkeeper and old Black Joe Fortes, porter. We were in those days like one big family. Well on the afternoon afore mentioned we all lost our happy homes. I don't know where the rest of them slept that night, but I slept on the side of Water St. near a pair of big safes that lay in the charred ruins of H.F. Keefer's office. I expect to be over in Vancouver next year 1936 for the 50<sup>th</sup> ann. of the great fire and hope to meet all the old timers that may be left who were there on that memorable day. Let me know if you will have photo.

Yours truly,

*[signed]* Geo. H. Keefer.

**EXCERPT FROM LETTER RECEIVED FROM GEO. H. KEEFER (NOT GEO. A. KEEFER), 4 JUNE 1935, COWICHAN STATION.**

**C.P.R. CONSTRUCTION.**

"I am keeping fit, and feel as well as in the days when I cleared the right-of-way for the C.P.R. into Vancouver. I had about eighty five Stickine Indians on the job, and some of them were quite smart and intelligent; all of them good workers; good with axe and handspike."

J.S. Matthews.

**MEMO OF CONVERSATION WITH JOHN NEAVE, 1743 EAST EIGHTH AVENUE, 6 JUNE 1938.**

He worked on construction of Shaughnessy Heights in 1911 and 1912.

**SHAUGHNESSY CLEARING. QUILCHENA GOLF COURSE.**

Mr. Neave said: "The first construction camp, in 1910, was cut out of the forest on Granville Street; there were tents right in the forest; then they moved it because too many houses began to come near. They moved it down to Bodwell Road near the B.C. Electric Railway interurban track, where the Quilchena Golf Course is now, in the hollow near the curve of the railway; I was there when we moved, and we cut the camp site out of the forest."

**WILD ANIMALS. RACCOONS.**

"One day when we were clearing, we were digging stumps, blasting them, and there was one which was peculiar; it had a natural groove in it. One of the men put his hand, or arm, right down the groove, and pulled out two young coons. I kept them, put them in my pocket, and, after lunch, phoned the parks board office to know how to feed them; what to feed them on. I had a little trouble explaining that the coons were animals, not men, negroes; the parks board man thought we were crazy, I guess, and wanted information what to feed 'coons' (negroes) on. Finally he 'caught on,' and said, 'Oh, feed them the same as the other kind of coons.'

**KING GEORGE V. SHAUGHNESSY HEIGHTS.**

"The night of the coronation of King George the Fifth, we had five great big bonfires, huge piles of roots and stumps and logs piled with a tall gin pole and donkey engines, and set them afire; five big piles; right where Gen. McRae lives at 'Hycroft' now, and Blake Wilson, on Tecumseh Avenue, on the brow of the hill; you could see them all over Vancouver." (22 June 1911.)

Note by JSM: These bonfires lighted up the whole brow of the hill, and from downtown Vancouver, made a spectacular sight.

**EXCERPT FROM LETTER, 1 JULY 1935, FROM GEO. H. KEEFER, COWICHAN BAY, WHO  
CLEARED THE RIGHT OF WAY FOR THE C.P.R. FROM PORT MOODY TO VANCOUVER, AND  
CLEARED THE FOREST OFF A PART OF THE "WEST END" WITH "CHINESE" McDUGALL.**

**BRIDGES. FALSE CREEK BRIDGE. KITSILANO TRESTLE. CANADIAN PACIFIC RAILWAY.**

"I finished the clearing of the right of way on June 12<sup>th</sup> 1886, loaded up my camp outfit on a scow, and moved to Vancouver, tying up at Andy Linton's wharf, etc. etc.

"On Sunday morning, 13<sup>th</sup>, McDougall and I and a brother of mine, walked down the grade from Abbott street to False Creek Bridge at English Bay; we went to look for a suitable camping ground to put the Indians on as I was going to put them on slashing of the Brighthouse estate."

Note: the 85 Stikine Indians had been working on the right of way.

**17 JUNE 1935 – BUILDING THE CANADIAN PACIFIC RAILWAY FROM PORT MOODY TO  
VANCOUVER, B.C.**

Excerpt from letter Geo. H. Keefer (not Geo. A. Keefer), 4 June 1935, Cowichan Station.

"I am keeping fit, and feel as well as in the days when I cleared the right-of-way for the C.P.R. into Vancouver. I had about eighty five Stickine Indians on the job, and some of them were quite smart and intelligent; all of them good workers; good with axe and handspike."

**[LETTER FROM GEO. H. KEEFER.]**

Cowichan Bay, B.C.,  
June 20<sup>th</sup> 1935.

Mr. J.S. Matthews,  
Archivist,  
Vancouver, B.C.

Dear Sir:

**JOHN "CHINESE" McDUGALL.**

Yours of 17<sup>th</sup> inst. to hand and many thanks for news of old timers etc. I was very sorry to hear of John McDougall death, you will know later on why.

**HUGH F. KEEFER. ONDERDONK CONTRACT.**

In 1885 on July 5<sup>th</sup>, I landed in Victoria, B.C. hailing from Dufferin Co. Ontario. My uncle Hugh F. Keefer having sent for me to assist him in his extensive R.R. construction on the C.P.R. and E. & N. On arrival in Victoria I met H.F.K., who had just completed a thirty six mile contract at Savanos Ferry, B.C., and other contracts on Onderdonk's mountain section of C.P.R. My uncle had just secured a three mile contract on the E. & N. on Vancouver Island. I formed a partnership with John McDougall (later known as Chinese McDougall) and we took a subcontract of clearing the three miles along Shawnigan Lake, completing the job in October. During the winter of 85 & 86 I joined George A. Keefer's survey party, and some time in Jan. or Feb. we went over to Vancouver on the old steamer "Maud" and commenced the survey of the Capilano Waterworks.

**CAPILANO WATERWORKS, PORT MOODY TO VANCOUVER, 1885. C.P.R. RIGHT OF WAY. GEO.  
BLACK'S. HASTINGS.**

During the winter H.F. Keefer went east and secured the "Vancouver extension contract" from the C.P.R. McDougall and I taking the right of way contract, "from Port Moody to English Bay," also "one mile of the grading about Hastings Park and running back to near Hastings Saw-mills." McDougall looked after the grading while I took chg. of the Right-of-way. Men were plentiful at the time, but, the grading took a lot of men, and I had an opportunity to get a bunch of Indians through their Chief "Stickeen" John a very fine intelligent Indian and a good christian. John and I became great friends, and he proposed putting his tillicums to work clearing, I fell in with the idea

at once, for one reason. While men were too shifty, that is, they wanted too much variety and went from one job to another, all looking for the best of it. So when the Indians arrived; no less than eighty five appeared with all their outfit, men, women and children. They camped on the point near the Second narrows, and in a day or so I had them all strung out along the right of way chopping, sawing and burning, etc. etc. I had a camp of white men as well, just east of Hastings (then called Geo. Blacks.) where I made my headquarters. I finished the right-of-way, June 12<sup>th</sup> 1885, and was thankful that I had those Indians, as fast, or faster, than I could get a bit of clearing done some grading contractor would be opening up cuts and getting started. I was pushed as it were, and was so glad to get it finished. I spared no expense to get done and out of the way.

#### **“C.P.R. TOWNSITE.” BRIGHOUSE ESTATE.**

During the right-of-way interval McDougall and I took a contract from C.P.R. for slashing what was then known as the C.P.R. Townsite and Brighthouse Estate, running from Burrard Street west to a line opposite the entrance of Stanley Park and from Coal Harbor to False Creek. [*Note: not strictly correct; see Oben's contract. J.S.M.*]

We put a camp just west of the entrance to Stanley Park, and put the McPhee Bros. in charge of this work starting at the camp and falling everything along Coal Harbor, and gradually working towards False Creek.

#### **MCDUGALL AND KEEFER. J.W. MCFARLAND.**

The eastern part of the townsite was slashed by a Mr. Patterson of New Westminster, and his contract reached from Abbott Street or thereabouts up to Burrard St. The grading along the waterfront was done by “Fred Little,” an old time walking boss for “H.F. Keefer” on the Mt. division of C.P.R., then from Hastings Mills to Hastings park by “McDougall and Keefer,” (that’s me); from Hastings east for a mile was done by J.B. Harrison of Victoria, B.C., then Harkness and McCormick had a few miles, while the Port Moody End was done by “McFarland and McGinty,” a brother of J.W. McFarland now of Vancouver; everyone of these men are gone by myself, and I think McDougall was the last one to go. I think I can safely say that of all the men who are responsible for putting the Ry., into Vancouver, J.W. McFarland and myself, are the only ones of those good old fellows that is left. J.W. McFarland, at that time was bookkeeper and paymaster for H.F. Keefer, and had been in this capacity during the work in the Mts.

Slashed means to down all standing timber left after the loggers have taken all the big merchantable timber. G.H.K.

#### **L.A. HAMILTON. “CHINESE” RIOTS. SUSPENSION OF CIVIC CHARTER.**

McDougall and I took the slashing contract from the C.P.R. through H.F. Keefer. Mr. L.A. Hamilton was then in charge of C.P.R. affairs. The work started some time in May 1886 and was finished some time in September. At the finish of the slashing McDougall and I dissolved partnership, as John was going to take a contract of clearing and close cutting of the Brighthouse Estate that did not appeal to me. I considered the price too low. McDougall had conceived the idea of subbing this work to Chinamen, and did so, this is what, led up to the “Chinese” riots of the fall and winter of 86 and 87, and got John the sobriquet of Chinese McDougall. The R.R. work was mostly all done and Vancouver was full of men, some out of work, and some not wanting work. This element took exception to Chinese doing the clearing, and under the guidance of a good intentioned old gent by the name of “Pitt,” these men held indignation meetings and took it upon their shoulders to send the Chinamen back to Victoria, where they came from, and at the same time, declaring Vancouver was to be a non-Chinese city. Well, they rounded up the celestials with no great care. I can see the picture yet, of these poor chinks with their rice sacks and big baskets and balancing poles, all heading for the wharf; they were coming out of the blackened timber and brush from all directions, and some of them were coming on the toe of a boot. They were herded on the wharf, and you can just imagine the pow-wow. Old Tom Sawyers passed around a hat [*Cyrs*] and got a silver collection with which to pay their fares back to Victoria. The gang at one time was about to go looking for McDougall, and would have sent him along with the pig-tails, but it got spread around that McDougall was already in Victoria, things quietened down for a time but the Chinese contractor, in Victoria, sent a hoard more chinks via

New Westminster, and they trekked over with their effects during the night, and were busy at work some time before they were noticed. They were rounded up again a second time, with less ceremony than the first time, and sent back again to Victoria; then the powers at Victoria (who were at that time jealous of the young upstart-town of Vancouver) clapped on the screws, placing Vancouver under Martial Law, and the Chinamen finished the contract in the end. I never knew how John McDougall came out financially on the job, some had it that he made good, but I never could find out. He eventually went back to the Cariboo country where he had done well in the early part of the eighties. Dear Matthews; if this interests you I will be pleased to give you lots more of the same kind of experiences, etc. etc. On June 23<sup>rd</sup>, I will be 70. I am surprised at Joe McFarland, they have to chloroform him yet. I am enclosing a photo of myself, taken in Paris at the close of the Great War, where I spent three years of real excitement.

*[signed]* Geo. H. Keefer.

**[LETTER FROM GEO. H. KEEFER.]**

Cowichan Bay, B.C.,  
July 1<sup>st</sup> 1935.

Mr. J.S. Matthews,  
Vancouver City Archivist.  
Dear Sir:

**F.W. HART. CAPILANO JOE. SUNNYSIDE HOTEL.**

Yours of the 23<sup>rd</sup> of June (My Birthday) to hand, and I am reading each paragraph and answering all questions as they come up; to the best of my knowledge. I knew F.W. Hart very well, also Capilano Joe, the latter worked on the Survey of the Capilano Waterworks along with the G.A. Keefer party, which consisted of Geo. A. Keefer, Chief, H.B. Smith; assistant; Fred Bodwell and Fred Little, Chairmen; and yours truly Picket-man; the axe men we picked up from Vancouver and two Indians. We stayed at the Sunnyside Hotel with Harry Hemlow, rowing over each morning in two boats and back in the evening. We surveyed up to the intake, or a little further, took soundings across the 1<sup>st</sup> Narrows, returning to Victoria after the job survey was through. You speak of Oben. I don't seem to remember this man at all. Yet it seem I ought 'to.'

**GEO. BLACK'S.**

Your photo of bridge at Geo. Blacks is quite a familiar scene to me, and is just the construction dump-car bridge and not the permanent R.R. Bridge. The shacks to the right were Chinese shacks, and slaughter pens of some of the early Butchers of Vancouver, I think, Coughtry.

I finished the clearing of the right of way on June 12, 1886. Loaded up my camp outfit on a scow and moved to Vancouver, tying up at Andy Linton's Whf.

Pay-day being on the 15<sup>th</sup> of each month, I went to H.F. Keefers office and drew some money, giving each of my whitemen \$5.00 apiece, at the same time reminding them that Payday was on the 15<sup>th</sup> and this favor was my own.

**C.P.R. FALSE CREEK BRIDGE. BRICKHOUSE ESTATE.**

On Sunday 13<sup>th</sup> morning McDougall and I and a brother of mine walked down the grade from Abbott St. to False Creek Bridge at English Bay. We went to look for a suitable camping ground to put the Indians on, as I was going to put them on the slashing of the Brickhouse estate. I might say right here that the slashing and clearing that we did, was that part know as the "Brickhouse Estate," known as "West End"; this may clear up some misunderstanding. You ask if I have any proof of that date. Viz. The finishing of the R. of way, (Well I guess yes.) The very next day Vancouver burned. All my white men who were sober enough ran for my scow at the Sunnyside Hotel, where their belongings were on the scow. When the fire got so bad that they saw the town was gone, they pushed off with the scow, which drifted before the wind and came up against the Hastings Sawmill Whf. saving my camp outfit, scow and all, if this is not proof

enough I can give you some more, but I don't care to put this proof on paper but will save it for the time I meet you in Vancouver, when we can have a good wa-wa. I got the contract for the Brickhouse work early in May, and that work and the Right of Way was going at the same time. McPhee Bros., ran the camp on the slashing for us; camp was at or near the entrance to Stanley Park.

#### **C.P.R. HOTEL VANCOUVER. CHINESE RIOTS.**

At this time re the C.P.R. Hotel it was only a hole in the ground, they were excavating the basement, and this was in 1886 the slashing was all through on the Brickhouse Estate in 1886. The after contract that McDougall did the Chinamen, and which was responsible for the Riots, was commenced in the late fall of 1886 and carried on into 1887. I was not a party to that contract and can't say positively just when it was completed. Re the Riots. The second time the Chinese were returned to Vancouver the indignants met the boat at the Whf. and would not allow a Chinaman to land. They even turned the hose on the boat. They were finally landed at New Westminster and tricked over in the night, a week or so after things had quietened down; then came the second riot; this time is when some of them were more or less roughed up and brought on Martial Law. I saw most of these happenings with my own eyes, as in those days, youth like, I wanted to see it all, and, there was very little I missed. I am reading the "Track of Destiny" in the McLeans magazine; am very much impressed, *[sic]* as I know most all of the characters from Van Horn down to Big Mouth Kelleys. I have crossed words with Kelleys in a few stiff poker games. I knew Dan Mann, Hugh and Sandy Well, also Major Rogers and his nephew—Ale Rogers. I also knew Irish Nell Regan and many more R.R. celebrities not mentioned as yet in the narrative. One armed Bradshaw, who was a track layer, is sure to be mentioned in it later on, also Dan McGilveray; by the way Dan, was a father to me. He was always doing me some good turn. I was with him in the Rainy River Country up to the time or just prior to his death. I can safely say that of all the prominent old R.R. Character's, Dan McGilveray looms up uppermost in my mind. "There was a Real Man," too bad he had to die; small-pox got him, as I said in my last letter it seems to that all these old C.P.R. magnets are gone but me, and I feel good enough to build another C.P.R. those days are gone for ever. I was most pleased to have John McDougall's snap shot, it is just as he was when I knew him; that is not a recent picture by no means as I met him in Nelson years after and he was a much older looking man. I had a long letter from just two years or so ago; John told me about a claim he had in Cariboo that went \$80 to the pan when discovered in early days.

(Note: his letter, 11 December, says "old time gambles and real 'tough guys' on early construction of C.P.R. were the 'Kelleys.'")

Well, Matthew's old friend, What relation are you if any, to Tommy Matthews, Real Estate man of Vancouver? He is another old friend of mine.

I spent from 1890 to 1901 in the Kootenay, having helped to build the R.R. from Robinson (then Sproats Ldg.) to Nelson for C.P.R.; a great no. of the old C.P.R. magnets came through that way. I belong to the old timers of Nelson also. I suppose the old timers of Vancouver will be celebrating the 50th anniversary of the Great Fire next year. I hope to be there. I also hope to see you and have a heart to heart talk over things in general. I am a Great War pensioner and the wife and I can just manage to make ends meet on \$40.00 per month, Vets. allowance. Can't afford to go places on that as nothing else in sight these strenuous times one has to keep quiet.

Yours very truly,

*[signed]* Geo. H. Keefer

P.S. Do you want the Photos back again? You have my permission to do as you see fit with any of my letter. G.H.K.

**[LETTER FROM GEO. H. KEEFER.]**

Cowichan Bay, B.C.  
July 29, 1935.

Dear Mr. Matthews:

Your letter of July 7<sup>th</sup> recd. O.K. and pardon my delay in answering as I have been working away from home.

**FIRST MAP OF VANCOUVER. H.B. SMITH. MAYOR MACLEAN.**

June 13<sup>th</sup> does seem to loom up very conspicuously in events pertaining to Vancouver. June 13<sup>th</sup>, 1936 will be the 50<sup>th</sup> Anniversary of the Great Fire, and I hope to be there to greet the remaining old timers who hold out that long and who were at that fire. H.B. Smith was assistant Engineer to Geo. A. Keefer, and was with us on the Survey of the Capilano Waterworks, the winter of 85 and 86. I quite well remember him working on the Map you mention. That map was made in George A. Keefer's office in Victoria the winter of 85 and 86. You will notice a lot of streets were named after some old Victorians and other Celebrities, such as Powell, Prior, Oppenheimer, Carrall, Cambie, Abbott, etc. etc., not forgetting Keefer. That map was soon outgrown by Vancouver and then Hamilton's surveyors took in more territory. Mayor McLean, the city's first mayor, accepted Smith's map as official of Vancouver as a starter.

**KITSILANO INDIAN RESERVE. SAM GREER.**

One thing that occurred during those hectic days and while I was clearing the right-of-way; one branch ran to the present wharf while the other ran to Kitsilano Indian Reserve. While clearing on the reserve, we encountered Mr. Sam Greer, who promptly stopped us at his property line. He claimed to have bought the reserve or part of it from the Indian Chief, and forbade all trespassing on his domain. Needless to say we quit right at his line, later on some C.P.R. officials, Mr. Cambie, Mr. McL. Brown and a few others went down to interview Mr. Greer; moral persuasion failed and they took his shack by storm; but not before Sam shot a hole big enough for the house cat to go through the door, with a shot-gun. I don't know whether it paid Sam or not, but I heard the Company had to buy him off after some trouble at Ottawa.

**FIRST RAILWAY ENGINE ARRIVES VANCOUVER.**

The first Engine came into Vancouver laying the steel some time during the winter of 1886 and 1887, later on came the first passenger trains. Some excursions, were ran via Steamer Yosemite to meet and see the first Passenger trains over the C.P.R.; Captain John Irvine, officiating.

**PAT CAREY. SIR JOHN A. MACDONALD.**

Late[r] on Sir John A. McDonald and Lady McDonald came over the line on a special. Lady McDonald rode on the cowcatcher through some of the most scenic parts of the mts. As Sir John left by boat from Hastings Mills Whf. for Victoria one old timer, Pat Cary, held out his hand to shake with Sir Jno.; the boat was just a little too far out for Sir Jno. who smiled and said, "I'll take your word for it, Pat," much to the amusement of the large crowd gathered to see Sir John and Lady off.

**FIRST SEWERS, CITY OF VANCOUVER.**

In the spring of 1887, I left Vancouver for Seattle to clear Right-of-way on the Seattle Lake Shore and Eastern R.R. just starting, so all these afore mentioned events took place between the dates mentioned, or during my so-journ in Vancouver. I returned to Vancouver the winter of 1889 and 1890 and helped put in the first sewer system in Vancouver. H.F. Keefer having the contract. I was building concrete forms for the Man-holes, and in June 1890 I took a car-load of horses from Vancouver to Nelson for H.F. Keefer who built the road from Robinson to Nelson.

### **WESTMINSTER ROAD. GREAT FIRE. DOUGLAS ROAD.**

The day Vancouver burned was Sunday. There was one of our sub contractors (by name McCormack) killed, and was being buried by the Masons at New Westminster, and consequently all or most all of the prominent business people were over at New Westminster when the fire was at its worst. In those days the road was a one way traffic bush road, built by Jno. McDougall with tall timbers on both sides. I was at English Bay when the fire started and only got back to town (when the place was licked up) in the evening. The scene was awful from my point of view, English Bay. Just one mass of rolling cloud half a mile wide and a mile high of black smoke like as though it was half pitch.

### **L.A. HAMILTON.**

I did not know the Stewart you mention unless he was of the firm of Foley Welsh & Stewart. I knew L.A. Hamilton well. Hamilton gave H.F. Keefer the contract to slash the Brighthouse Estate, which I and McDougall did. I have one eye-witness to the Great Fire my brother John Keefer of Rosedale, B.C., who was with me on that date.

*[signed]* Geo. H. Keefer

### **[LETTER FROM GEO. H. KEEFER.]**

Cowichan Bay,  
Aug. 14, 1935.

Dear Mr. Matthews:

In reading over your letters I see where in several places you have mentioned instances and dates in error somewhat. For instance one letter mentions Quote—"The note you that you finished the Right-of-way, June 12<sup>th</sup>, 1885 is wrong should be June 12<sup>th</sup>, 1886."

I am in this letter going to give you a short history of myself which may clear up a lot of things, and which I know to be rather misty from the numerous writings you may have on hand, and probably in which the dates do not coincide.

### **KEEFER FAMILY.**

I was born 1865 and raised in Ontario, County of Dufferin. Am the eldest of a family of eight. Six boys and two girls, everyone of them are living in or around today. On my 20<sup>th</sup> birthday, June 23<sup>rd</sup> 1885, I was given a farewell party at my home, at Bowling Green, Ont., prior to my leaving for Victoria, B.C.

I landed in Victoria July 6<sup>th</sup> 1885 after a very pleasant trip across the continent via Northern Pacific. The C.P.R. was under construction at that time through the mountains, and I therefore had to come N.P. to Tacoma, thence by boat to Victoria.

### **JOHN MCDUGALL.**

A few days after my arrival in Victoria, Hugh F. Keefer arrived in Victoria from C.P.R. construction with an outfit of plan men and horses; to commence operations on the E. & N. Ry., commonly known as the Island Ry. Hugh had secured a three mile contract along Shawnigan Lake, and McDougall and I took the contract of clearing the right-of-way, finishing up the job sometime in November of that year. I was then considered a pretty strong man and a first class axe-man. I had to be strong for I had fought my way through a bunch of tough lads at Orangeville High School, the previous two years.

### **FIRST MAP OF VANCOUVER.**

After completing our work on the Island Ry. I came to Victoria to look around and prepare for Xmas. I used to spend considerable time at Geo. A. Keefers office, where H.B. Smith was at work on that map you have of Vancouver. I used to run errands for the office, bring the mail, post letters, etc., etc. All the talk of the Vancouver extension was going on at that time, and during the winter Hugh Keefer went to Ottawa and secured the contract for same.

## **H.B. SMITH. GEO. BLACK'S.**

Some time after Xmas, and New Years, Geo. A. Keefer, H.B. Smith, Fred Bodwell, Fred Little, and myself, went over to Vancouver (then known as Coal-Harbor) to survey the Capilano Waterworks. We made the Sunnyside Hotel our headquarters, going across the Inlet in two row-boats to the work taking lunch with us. Harry Hemlow was Proprietor then, with Tom Jackman, Bar Keep, and Joe Fortes, Porter. After the job of surveying was through we returned to Victoria, returning to Vancouver in March 1886 to begin operations on the Extension which means from Port Moody to English Bay. This work was pretty well cleaned up by midwinter 1886 and 7. McDougall and I again took the Right-of-way contract, also a mile or two of the grading from Hastings (then know as Geo. Blacks) back towards Hastings Sawmills. McDougall looked after the grading, and I stayed with the Right-of-Way. Men were plentiful, so I started out with a gang of whitemen, putting up a camp about the Second Narrows.

## **INDIANS ON C.P.R. CONSTRUCTION.**

Everyone was clamouring for sub contracts and the whole work was soon let, and I had to hustle with the clearing; this is why I put on 85 Stickine Indians.

## **ENGLISH BAY BRANCH. C.P.R.**

The Indians camped near my camp and were soon strung out in gangs with a white foreman in each, and we managed to stagger through by June 12<sup>th</sup> 1886. I lost \$4000 for Hugh Keefer on that job; it was a very hard job to do; all side hill mostly and all timber had to be rolled down to the beach and burned there, when the tide would allow. A most peculiar thing about clearing that R. of W., I ran across all kinds of timber and fossils. Spanish Cedar, Pincel Cedar, Red Cedar, Yellow Cedar, Bamboo, 8 and 10 inch diameter, all sorts of flotsom and jetson and remains of wrecks etc., etc., floated there from all over the Pacific.

## **PORT MOODY TO GRANVILLE.**

The sub-Contractors were starting at the Coal Harbor end. Fred G. Little to Hastings Mill. Some station men had a little work; then John McDougall to Geo. Blacks, then J.B. Harrison from Blacks for a mile or so; then Harkness and McCormack had a mile or so; (the latter McCormack was killed, blasting out stumps and it was his funeral that took place on June 13<sup>th</sup> 1886 the day of the Great Fire); after Harkens and McCormack came McFarland and McGinty from Port Moody to connect up. These fellows were all hustling the work, and you can just imagine how I had to get there with the clearing, in fact, I had to let McFarland and McGinty do part of their own clearing as I could not be every place at once.

However I plugged through, Hugh Keefer paid me wages for staying with the job and we junked the contract.

## **HUGH KEEFER.**

I think Hugh lost \$20,000.00 on that job, but he had made \$200,000.00 up the line, around Lytton, before, but during that summer Hugh bought the Hastings Sawmill property known as "east end," and made some deal with the C.P.R. in which he more than recovered his loss on the extension.

## **CHINESE RIOTS.**

After the Great Fire and things had settled down to rebuilding the town we had another fire scare up Hastings Street, and it looked for a time that everyone was going to be burnt out again but everyone turned out and fought it back. During the winter of 1886 and 87 was the Chinese Riots. There was not much doing and a lot of idle men around and anything like Chinese working was enough. As the Spring of 1887 was well advanced I left Vancouver for Seattle. The Lake Shore road was beginning to move, and I took another contract of 14 miles of Right-of-way from Bear Creek to Snohomish in the state of Washington (then Wash. Territory). Right-of-Way is not very paying work unless one has unlimited fire freedom. So I joined a bridge gang, and we travelled all over the territory, Oregon, and California, building new and repairing old bridges. We lived in cars, dining and sleeping apartments very comfortable. We would be pushed out to some new work and side tracked, until finished then perhaps the next job would be miles away.



## **KEEFER FAMILY.**

I returned to Vancouver the winter of 1889 & 90. During the interval, my father and the rest of the family had moved out from Orangeville to Vancouver, and were living on Mt. Pleasant. On my arrival home there was two ft. of snow on Mt. Pleasant, and a foot or more of slush down town.

My next letter will deal with the first sewer system in Vancouver, which Hugh Keefer had the contract and on which I worked as form builder.

From the foregoing time you will be able, I hope, to place certain dates that may not be so clear to you.

## **GREAT FIRE, 1886.**

McCormack was a mason and had a masonic funeral, all the R.R. contractors were at it as well as most of the business people of town, but its just as well they were away the only thing they might have saved would be their papers or documents etc. The old town burned plenty fast, people were burned to death running away from it.

Yours very truly,

*[signed]* Geo. H. Keefer

I don't know how "Carl Ave" came about or who Carl was, I may find out in Victoria someday.

## **[LETTER FROM GEO. H. KEEFER.]**

Cowichan Bay,  
Aug. 20<sup>th</sup>, 1935.

Mr. Matthews,  
Archivist,  
Vancouver, B.C.

Dear Sir:

To continue a few of my experiences in the early days of Vancouver. Allow me to state the following.

## **HUGH F. KEEFER. SEWER SYSTEM. SEWER PIPES.**

In the winter of 1889 and 90, Hugh F. Keefer, my uncle, secured a contract to put in Vancouver's first Sewer which took in from the height of land in East Vancouver and following westward to (as far as I can remember) the height of land at or near Granville St., and taking in the territory between the harbor front and False creek. I am not sure to just the exact limits, but I know I worked here and there over most of that territory, making the forms for manholes, etc., also tressles over low ground on Water St., to carry the pipes. The pipes were terra-cotta and were about 16 inches in diameter by 3 ft. long, inside measurement, laid carefully with some sort of slicinite on the joints which were shouldered and fitted very neatly. A Mr. Mowan or Mouan was the Engineer on the job, and the ditches were dug by Italians and whites. All blasting was covered with small timbers, in the round, and chained together with log chains at each end. There were not many mishaps during the blasting; a few windows broken by concussion etc. As far as I can remember all lines lead down hill to Cambie or Abbott St., and was then carried out into the harbor, somewhere nearly opposite No. 1 fire hall on Water St. I remember trying to put in a wooden box out into the harbor to lay the outlet pipes in, and what a time I had trying to keep that box under water until the pipe was laid. All places where the pipes were crossing depressions the Engineer would have them houses in a box. This was to allow filling to keep same from freezing etc. Of course, now a days, all depressions "except one" in the surface have been filled in and some sort of solidity prevails. There was a lot of snow fell in Vancouver during this winter, and though it did not last long, it left a very wet kind of digging, and lots of water ran down the ditches especially after a big rain.

The Man-Holes were dug square with inside boxes framed to suit outlets and intakes. My job was to make the inside boxes at each hole, if the hole was 6 ft. in depth, I made 6 inside boxes as square as I could make them so that no matter which way the box might be turned, it fitted on the others. In some cases there were outside boxes made of 2" lumber where the Holes had a tendency to cave in.

The Concrete Setters cut out holes for outlets and intakes as they poured the concrete. This was a good job, labourers got \$3.00 per day, Carpenter \$4.50, and concrete men \$5.00 per.

I did not see the job finished as I left one day in July with a carload of horses for Kootenay, as my uncle had taken a bit R. Ry. contract to put a road from "Sproats Landing," now Robinson, to Nelson. Since then I have always been lost when I went to Vancouver, the place had changed so much. I knew every foot of the ground at one time, but today I am a stranger in a strange land, and feel more at home in San Francisco than Vancouver. I have been told many a time that I missed my opportunity in Vancouver; well I can't see it that way; perhaps I did, but who knows? I know lots of men who took hold of Vancouver Real Estate and who went broke paying the taxes. My experience shows me that if a smart man, with money, or a pull, might do very well in any boom town, but how many of the real old timers are well off in Vancouver today; I think they can be counted on the fingers of one hand. I am not grieving over any chances I overlooked in Vancouver or any other place for that matter. I learned long ago to let some other fellow do the grieving. My life has been a most interesting one, and I would not loose fond memories for all of Vancouver. So much for this time My good Friend.

*[signed]* Geo. H. Keefer

If there is anything else you would like to know, don't be afraid to ask. G.H.K.

**[LETTER FROM GEO. H. KEEFER.]**

Cowichan Bay,  
Sept. 20, 1935.

Mr. Matthews,  
Vancouver City Archivist.

Dear Sir:

Where did we leave off? I have been away on vacation for two weeks and have only come back to earth. However I had a real good time and am back home doing a little early morning fishing in C. Bay. You may think I am a pretty good letter writer, but let me tell you I am about the poorest fisherman this far North.

Everybody catches them but me. On one of my returns home to the wife, I told her I felt just like the "little boy who went to the Sunday School treat, and every one won a prize but him." Which proves to me that "Man and Woman are only children grown up," as the consoling Mother gave me, went a long way to making me feel better.

We have any quantity of fine fish Spring and Co-hoes in the Bay at present and a lot of fine catches have been made, but not by me. I did land a couple of good springs 15 and 20 lbs, and a few smaller ones. I thoroughly enjoy the early morning experience. We have as many as 50 boats out some morning and it is music to hear the reels singing. I think the largest salmon so far this year (caught in the Bay) was 45 lbs. One of these boys gives one a thrill when well hooked and one feels as though they need A-1 tackle.

Well, I think you suggested something in your last letter, which had in some manner been mislaid, however drop me a line I am always most pleased to hear from you.

I am hoping to be over in Vancouver next year. I suppose they will be having a 50 year anniversary of the Great Fire? I want to meet you in person. I realize we have met in spirit, and there is a whole lot of things we will have to talk about that I do not care to put down in writing.

What do you think of Mussaline? I think he is a bull-headed autocrat just spoiling for a fight. Well, I hope he gets all he wants of it; its just too bad; it was not he instead of poor Hughie Long.

Things do not look any too good at this moment, but if the rest of the League have the intestinal fortitude to stand behind Briton, it should not take long to make a Good Boy of Mussaline.

It is just too bad that Bullie like him should be allowed to throw the whole world out of equilibram.

Well, now, if you have time drop me a line, I am dotting down a line or thought each day towards my "50 years on the Pacific Sloop."

Kindest regards,

*[signed]* Geo. H. Keefer

Read and approved 11 December 1935 by Mr. Keefer, see his letter that date. J.S. Matthews.

**MEMO OF CONVERSATION WITH MR. JAMES KEIL, 1237 EAST 19<sup>TH</sup> AVENUE, WHO, TOGETHER WITH HIS SON, MR. ROLLAND KEIL, SAME ADDRESS, CALLED AT THE CITY ARCHIVES, 25 MARCH 1939.**

Note: Mr. Rolland Keil presented the City Archives with sixty-three 8" x 10" glass photographic plates, taken by R. Broadbridge, commercial photographer, circa 1911-13.

**JAMES KEIL. C.P.R. CONSTRUCTION.**

Mr. Keil said: "I came here in September 1886, just after 'The Fire'" (June 1886) "and from Regina. I had worked in the mountains during the summer, building snow sheds."

**HOTEL VANCOUVER. BANK OF B.C. BANK OF MONTRÉAL. BRICKS. CITY MARKET. CITY HALL. CITY CREMATORY. JOSEPH MANNION.**

"I hauled the bricks for the first brick building on the southeast corner of Hastings and Seymour Street, the Bank of Montréal and the Bank of British Columbia, and, I hauled the brick of the City Market, afterwards the City Hall, on Westminster Avenue; the bricks for the City Market came from Joe Mannion's brickyard on Bowen Island; so did the bricks for the crematory; out on the sawdust road east of Cambie Street bridge." (See photo C.V. P. Dist. 34.) "I hauled both."

**HOTEL VANCOUVER.**

"Then I hauled the lumber for the first Hotel Vancouver, hauled it from a float at the foot of Howe Street; it came from Moodyville; most of the lumber for the Hotel Vancouver came from Moodyville." (See photos C.V. P. Can. 45 and 47, and see "STREET ENDS CASE," 1905.) "Clements was superintendent of the building of the Hotel Vancouver, and Harry Abbott's house, and used to examine every load before it was dumped off, and any load which did not suit him, he would say, 'Take it down to the oil house'; he had an oil house down on the lot near the northwest corner of Dunsmuir and Howe Street, where he built two houses; he had a big fence all around the lot."

**VOLUNTEER FIRE BRIGADE. R.D. PITT. FIRE, MARCH 1887.**

"The fire brigade was all volunteer in those days, and the fire brigade boys lived all over the city; the hall was down on Water Street, and there was a bush fire up around Hastings and Pender, above Victory Square. So the boys started out with the hose reel; we had a fire engine too, the 'M.A. MacLean'; we hauled it by hand; there were no horses" (note: the "M.A. MacLean" was horse-drawn) "and somehow we ran over a man, R.D. Pitt" (R.D. Pitt was real estate agent) "was his name, right on the corner of Carrall and Water Street, and we broke his leg. He slipped and fell, and got in the way."

**HAMILTON BUILDING. L.A. HAMILTON.**

"L.A. Hamilton was building his building on the southeast corner of Hastings and Granville. I had to stand there all night, with two teams of horses and four men, to save his furniture if the fire came across Granville Street, but it didn't come."

**CLEARING C.P.R. TOWNSITE. D.B. CHARLESON'S CAMP, 1887. C.P.R. LOCOMOTIVES (FUEL).**

"Charleson, who was clearing the townsite for the C.P.R.—we called it the 'C.P.R. camp'—had his camp down at the south end of Granville Street, right by Drake Street; that must have been in January or February 1887, because I came here in September 1886; and he had twenty-five thousand cords of wood down there, cut for the C.P.R. engines, piled up on False Creek right where Robertson and Haskett's is now; there was no sawmill there then, and the cord wood all went up in smoke; that fire burned it. That was what Charleson was doing at that time. The camp was right where Wadds Bros., photographers, have their place now." (1318 Granville Street.)

**DEADMAN'S ISLAND BURIALS. DR. LEFEVRE, CORONER. SUICIDE. CEMETERIES.**

"One day we found a man hanging in a stump near the camp; he had committed suicide; just exactly where Wadd's place is now, by Charleson's camp. It was a great big cedar stump, all burned out, and tall, and he had climbed up with a rope around his neck and jumped down inside the hollow of the stump and hung himself. Jack Stewart, Chief of Police, came; then they held an inquest at the camp; Dr. LeFevre came and was coroner, and Chief Stewart, and a couple of fellows came, took the body down to Carrall Street, and rowed over to Deadman's Island and buried him. I don't know what the fellow's name was, but that was the last burial on Deadman's Island, at least I never heard of another."

**CHINESE RIOTS, FEBRUARY 1887.**

"We had three or four Chinese in that camp, cooking for us, and at the time of the 'Chinese Riot,' February 1887, the rioters came and took them away."

**BUILDING WATER WORKS. FIRST NARROWS. HUGH KEEFER. D.B. CHARLESON.**

"Hugh Keefer and Dan McGillvary were directors or something of the Capilano Water Works, and I was over at Capilano with two of Charleson's teams, hauling stuff to the dam; they had a kind of railroad made out of poles; there were some places where we could not get horses at all, so they made a bit of a railroad out of poles, and took the piles along them."

**HORSES. MOODYVILLE. S.S. SENATOR. MRS. HUGH KEEFER. HORSES SWIM FIRST NARROWS.**

"Mrs. Keefer, who liked horses, she came over, riding on her horse. The only way to get horses over then was to take them to Moodyville on a little scow pulled by the *Senator* and then unload the horses on the little log float at Moodyville, and take the horses to Capilano along the shore when the tide was out, away out and very low; it was the only way you could get them there. Mrs. Keefer was a great horsewoman; she got her horse over that way, and then she came home and left her horse there—and she didn't take a street car coming home either."

"So, one Sunday, she sent a man over after her horse, and there was a bunch of us standing at the mouth of the Capilano River—it was Sunday and we were doing nothing—he came across from the end of the pipe line road in Stanley Park in a row boat, and he was wondering how he was going to get the horse home; he did not like going all the way along the beach to Moodyville, and then take the scow; would take too long, and it was Sunday. I told him to get his boat, and I would put a rope around the horse's neck, and he did, and he started off. We pushed the horse in the water, and as soon as the horse got in the water the tide was coming in very strong, away they went, and boat and horse landed about half the way to the bell house; we did not call it Brockton Point then; we called it the bell house. No harm done to the horse."

**LUMBERMAN'S ARCH. BROCKTON POINT. WADDS BROS.**

"Well, next thing I had to take three horses over from the south side for Wadds Bros., photographers. So I took the horses along the park road around Stanley Park to the end of the pipe line road, and I towed one over, tied to the stern of the boat, and the other two followed; we had one only tied with a rope; the other two were loose, and it was low water slack, and we landed right at the mouth of the river. I don't know what they did with the horses."

**CONFIRMATION BY GEO. T. WADDS, PHOTOGRAPHER, 1318 GRANVILLE STREET, 4 MAY 1919.**

Mr. Wadds said: "My brother Bill rode down from Rossland; he had with him three horses, one a good riding horse, one an ordinary riding horse, and a pack horse; we kept the good riding horse for use in Vancouver; the other two we turned out to look after themselves at Capilano where there was plenty for them to eat; they were worn out, and no use. I heard that they disappeared; someone had use for them; we had none, and did not want to shoot them."

**MEMO OF CONVERSATION WITH JAMES KEIL, 1237 EAST 19<sup>TH</sup> AVENUE, WHO, DESPITE HIS GREAT AGE, CALLED AT THE CITY ARCHIVES, ACCOMPANIED BY HIS DAUGHTER-IN-LAW, MRS. ROLLAND KEIL, AND TWO FRIENDS, 30 MAY 1939.**

**HOTEL VANCOUVER. B.C. IRON WORKS. VANCOUVER OPERA HOUSE. EARLY ELECTRIC LIGHT. WATER WELLS.**

Mr. Keil said: "If anyone has told you that the first Hotel Vancouver got their water from a well, they are wrong. They may have, and probably did, have a well during the construction period, but they got their water from pipes; their water came in pipes; of that I am sure."

(Note by J.S.M.: The Hotel Vancouver was opened in May 1888; Capilano Water was not available until March 1889. Mrs. Jane Nickson, widow of J.J. Nickson, one of the officials who laid the First Narrows water pipes, writes, from Sechelt, 7 December 1937: "The Hotel Vancouver had an artesian well, and the water was very good.")

What has been disclosed is how the water from a well was delivered to the bedrooms and baths, and, in view of the Red Cross Brewery in Tyndall's Creek, adjoining mouth of C.P.R. tunnel, using the water from their dam for making beer, how the sewerage from the Hotel Vancouver was disposed of.)

"These photos here, which I will give you. This one here of a boiler being drawn by four horses, one white, up past the New York Block on Granville Street, was taken in 1890 in front of old 630, now 642 Granville Street. The plates for these boilers were hauled up to the B.C. Iron Works two days before that plant burned down. Then later I had to take them down to the C.P.R. Roundhouse on False Creek to get the shops to roll them on their machines so that they curved the shape of the boilers. Then I hauled the curved plates back to the B.C. Iron Works, where they were riveted into boilers; then I hauled the boilers—three of them—to the Hotel Vancouver.

"You see, when the hotel was first built, it had one small steam boiler, but when they started to build the Vancouver Opera House, they needed more boilers to make electric light for the Opera House, and the three boilers were made by the B.C. Iron Works."

**C.P.R. ROUNDHOUSE. FAIRVIEW. FALSE CREEK. EARLY WATER.**

"When the C.P.R. Roundhouse was first built they got their water from across False Creek in Fairview. A dam was built in a creek which came down near Heather Street; the dam was near Broadway, just below the present General Hospital. A year or so ago, the remains of the old dam could still be seen.

"I got the four-inch water iron pipes from the C.P.R., and hauled them across Westminster Avenue bridge, and along the clearing in Fairview to the dam they had constructed.

"Then they laid the water pipes under False Creek from the dam in Fairview to the C.P.R. Roundhouse across the creek, laying the pipes on the bottom of the creek."

**MEMO OF CONVERSATION WITH MISS M.I. KEITH, 1400 BEACH AVENUE, DAUGHTER OF J.C. KEITH, ESQ., FIRST MANAGER, BANK OF BRITISH COLUMBIA, VANCOUVER, WHO CALLED AT THE CITY ARCHIVES, 31 AUGUST 1939.**

**HOOD POINT. INVERCRAIG. CATES COVE. D.L. 823.**

Miss Keith said: "Both Father and Mother owned Hood Point; originally it was bought from the two young Simpsons, and then—I don't know exactly how—but Mr. Newland wanted to put up an hotel, and the hotel was built, and then—I don't know how—but it came back on Father's hands, and then we used it as a summer home, and we called it 'Invercraig' because it was 'between the rocks,' and we had a little gasoline launch—about forty-five feet; she is somewhere up north now, and used commercially; and we named her the *Invercraig*."

**EXCERPT, LETTER, 8 SEPTEMBER 1939, D.A. MATHESON, MAYO, YUKON.**

**"C.P.R. TOWNSITE." CLEARING THE FOREST.**

"I came to Vancouver in 1885. I cleared much of the C.P.R. portion of Vancouver Townsite; some of the work was done under contract from the C.P.R.; the balance by day labor under my supervision. Much of the timber on the townsite was cut into three foot wood for locomotive use. Mr. L.A. Hamilton was C.P.R. land Commissioner, and my work was under his department; I had over one hundred men at work."

**EXCERPT, LETTER, F.W. ALEXANDER, 725 HENRY BUILDING, SEATTLE, WASHINGTON, TO J.S. MATTHEWS, 12 SEPTEMBER 1939.**

"You quote from my letter, June 11<sup>th</sup> 1936. As best I recall, the Alexander family was the first, and only, family owning goats.

"Miss Sweeney was the daughter of the master mechanic of the Hastings Sawmill, and the Sweeney family owned the first cow.

"After the settlement grew, Jonathan Miller, who was constable, kept a herd of cows and was milkman to the community."

**MEMO OF CONVERSATION WITH ERNEST KELLY, SON OF JOHN KELLY, WHO CAME TO BRITISH COLUMBIA, FIRST IN THE BRITISH NAVY IN 1857, NOW OF 2926 EAST 16<sup>TH</sup>, VANCOUVER, 5 APRIL 1938.**

Mr. Kelly said: "Father first came to British Columbia in the British Navy in 1857, and returned to England, then came back two years later to take charge of the Royal Naval Hospital at Esquimalt." (He was shown a tracing of the area among Admiral Hastings' papers.) "Then he went to New Westminster for seven years, to take charge of the hospital there, and he died in 1876.

"John Kelly, my eldest brother, was born in Devonshire in England in 1855; William was also born in Devonshire, in 1858. Bessy, my sister, was born in the hospital at Esquimalt in 1862, James at the Esquimalt Naval Hospital in 1867; Thomas, Frederick, Annie, and myself, Ernest, the youngest, in the Royal Columbian Hospital, New Westminster. The two eldest boys came from England with Mother. I have been trying to get information as to when Father and Mother came here, but without success. I was born in New Westminster in 1875."

**CAMBIE STREET BRIDGE. LEAMY AND KYLE'S SAWMILL. GRANVILLE-3<sup>RD</sup> AVENUE BRIDGE.**

"My oldest brother, John Kelly, drove the piles of the False Creek bridge—Granville-3<sup>rd</sup> Avenue—in 1888. He drove the first pile for the first bridge at Cambie Street; that was a private bridge for Leamy and Kyle. The bridge was built by Leamy and Kyle for the purpose of delivering their lumber to the city, and I have always understood from my brother that Leamy and Kyle paid for it. They afterwards turned it over to the city, but they always claimed that the city did not pay for it. I, myself, knew old Jim Leamy pretty well, and he always said the city never paid for it." (See *News-Advertiser*, 25 and 26 July 1891.)

**BURRARD INLET STAGE. LEWIS'S STAGE. ELLIOTT'S STAGE. POST OFFICE.**

"I saw the first train come into Port Moody, July 4<sup>th</sup> 1886. Went over to meet the train on Lewis's stage, George Raymond riding; I rode the stage with him from the first I can remember as a child.

"There were two stage lines to Vancouver from Westminster; came over the Douglas Road. Alfred Mann drove for Elliott; he is still alive, see the telephone book, he lives at 827 Royal Avenue, New Westminster; George Raymond drove for Lewis. We dropped the mail at Hastings; put the Moodyville mail off there, and came on to Gastown. One of the stage lines started in front of Elliott's barn on Columbia Street, corner of Columbia and Douglas—I think it is 4<sup>th</sup> and 6<sup>th</sup> Avenue they call it now—and Lewis's stage started at the corner of Columbia and Begbie Street—opposite the B.C. Electric depot now.

"Write John Logan of Langley Prairie, and ask if he has a photo of Elliott's old barn, the old barn, where the stage started."

**MEMO OF CONVERSATION WITH MR. ERNEST KELLY WHO CALLED AT THE CITY ARCHIVES, 3 NOVEMBER 1938.**

**STAGE BUGLES. BURRARD INLET. WESTMINSTER STAGE.**

Mr. Kelly: "I find I have made a mistake; they did not have a long horn to blow on the Westminster Gastown stage.

"They tell me that Mr. Lewis, who owned the stage, or Mrs. Lewis, his wife, would blow an ordinary army bugle on the front verandah, or steps, of their place when the stage was about to leave Columbia Street, New Westminster, for Burrard Inlet. That was to assemble the passengers for the stage.

"Lewis's barn was on Columbia Street, near Begbie Street; the stable, the office, and his home, were all together, about opposite the present B.C. Electric tram station for interurban cars.

"The whole story I told you about them using a long horn on the stage was wrong; they never did.

"It was a bugle Mr. or Mrs. Lewis blew in front of the stable when the stage was leaving."

Memo by J.S.M.: Someone has told me that they have seen a bugle used in Gastown on the stage; in fact, I think two persons have told me that they have seen a bugle used in Gastown, and I think one was Minnie McCord. (See her file.)

**MEMO OF CONVERSATION WITH RONALD KENVYN, EDITOR, VANCOUVER PROVINCE, AND ARDENT YACHTSMAN AND MARINE AUTHORITY, 27 JULY 1935.**

**CAPT. GEORGE VANCOUVER. LOST LAGOON. SECOND BEACH. COAL HARBOUR.**

I remarked to Mr. Kenvyn that the Hydrographic Board at Ottawa were going to give me the height of the tide in "Burrard's Canal" at the time Capt. George Vancouver was here, 13-14 June 1792, as I wanted to trace his movements in the inlet, and thought I could get a further glimpse if I could disclose what Capt. Vancouver knew when he reported that its entrance was almost entirely blocked by an island.

Capt. Vancouver says in his Journal, "This island, lying exactly across the channel, appeared to form a similar passage to the south of it with a smaller island" (Deadman's Island) "lying before it."

Mr. Kenvyn: "Dr. Bell-Irving wrote once, in a book I think, that he had crossed from Coal Harbour into English Bay, passed up False Creek and back again into Burrard Inlet—somewhere up the creek—without getting out of the boat."

J.S.M.: Old Haxten, the Indian woman, now over 100, at North Vancouver, says she used to go through from Coal Harbour to Second Beach in a canoe, and Herbert Neil, Squamish Indian, in his conversation, 26 June 1935, says he used to go shooting ducks in False Creek, and crossed from inlet to creek in his canoe at Campbell Avenue, whenever the tide was not too low.

**MEMO OF CONVERSATION WITH NEWTON J. KER, FOR A QUARTER OF A CENTURY LAND AGENT OF THE CANADIAN PACIFIC RAILWAY, NOW RETIRED, AND OF KER AND KER, BROKERS, ETC., 9 MARCH 1938.**

Note: refer to conversation of 6 March 1938 with Miss Margaret E. McCleery, daughter of Fitzgerald McCleery, as to her part in preventing Shaughnessy Heights being created a separate municipality.

**SHAUGHNESSY HEIGHTS. POINT GREY MUNICIPALITY.**

Major Matthews, City Archivist: (over the phone) Mr. Ker. At the time the C.P.R. put on the Shaughnessy property, did they not want a separate municipality?

Mr. Ker: "Oh, yes, of course they did. But Frank Bowser was reeve of Point Grey at the time, and his brother was the Hon. W.J. Bowser, premier, or attorney-general, at the time, and they did not want it. We had a meeting over in Victoria" (note: Miss McCleery refers to this), "and they both said it could not be done.

"You see, Point Grey had been developing rapidly, and they had issued debentures for roads and sidewalks and sewers and general development, and the property the C.P.R. was developing as Shaughnessy was included in the security given for those debentures, and the Bowsers said it was all so mixed up it could not be separated, and that a separate municipality was undesirable. The reeve was against it, and the attorney-general, his brother, was against it, and the people were against it, the people out in Point Grey, of course; you know why?" (Taxes payable by the C.P.R.)

"The proposed municipality included all the 'C.P.R. Grant' land from the city boundary at 16<sup>th</sup> Avenue down to B.T. Rogers' place, 'Shannon,' about 57<sup>th</sup> Avenue; long way down Granville Street, and, in all, four or five thousand acres. But it did not happen. I managed the whole area for four or five years, separate and distinct from the municipality, and then it was taken over, and finally came into the city of Vancouver at amalgamation with the rest of Point Grey."

**"THE BUNKERS." J.A. FORIN.**

"The original bunkers for sand and gravel were where D.E. Brown afterwards built his house, now 3651 Granville, and at the corner of Granville and Matthews Avenue. Brown named it 'The Bunkers.' The bunkers was right on that spot. The C.P.R. office—my office—was close by; it is still standing, and is now a cottage occupied by my brother, 1592 Nanton Avenue.

"Then, afterwards, we moved the bunkers from there to the corner of 27<sup>th</sup> Avenue and Alexander Street; the B.C. Electric Railway had a track up to it, and brought up the sand and gravel by carload, ran up an incline for fifty or more feet, and the sand and gravel was dumped, and the wagons backed underneath, and took out their loads." (Note: the C.P.R. put in all sewers, sidewalks and roads before the property was put up for sale.)

"I was in charge there; we had twelve hundred men working at one time. Macdonell Gzowski and Co. had the contract for the first part, and M.P. Cotton Ltd. were the contractors for the second part."

Approved by Mr. Ker (phone message), 16 March 1938.

(See photo No. C.V. P. Bu. 164.)



## **KING EDWARD VII OAK, STANLEY PARK.**

### **EXCERPTS.**

*The Vancouver Daily Province*, 8 August 1902.

#### **KING EDWARD'S OAK TREES.**

The Brockton Point Association intends to do a little Coronation Day observing on its own account. This will be in the tree planting line.

A fine young oak, and English oak by special choice, has been secured, and tomorrow afternoon at three, the emblem tree is to be planted. The site chosen is near the north entrance of the athletic grounds, and Mr. Campbell Sweeney who has so long been connected with the excellent management of Brockton Point, and who is the popular president of the association, will have the honour of planting the "King's Oak."

*The Vancouver Daily Province*, 11 August 1902.

#### **PLANTING OF THE KING'S OAK.**

The Caledonian games had got well started on Saturday afternoon, and the big crowd was intent on the games. Thus it happened that comparatively few were aware of the interesting ceremony which was taking place but a stone's throw away, near the main entrance of the Brockton Point Grounds.

There, a little group of prominent men who love the oak, were gathered around a specimen of the emblem of Old England, which was being planted to mark the coronation of the King. The joy of the event was stayed by reverence, and in days to come it is to be hoped that the little stranger planted in the park of pines by Mr. Campbell Sweeney, president of the Brockton Point Association, will thrive and grow to cast a grateful shade on children, and refresh the memories of the week now past.

### **COPY OF LETTER, F.M. CHALDECOTT TO J.S. MATTHEWS, CITY ARCHIVIST.**

Cable Address  
"Vanclub"

Crest  
Vancouver  
Club

626 West Pender St.  
5<sup>th</sup> Oct. 1935

Dear Major Matthews:

I enclose you a cutting from the "Province" of the 4<sup>th</sup> inst. which refers to the Oak tree at Brockton Pt. as having been planted by the Duke of York, our present King, 1901.

## LETTER FROM J.S. MATTHEWS TO MRS. GEORGE W. BROWN

Kitsilano Beach,  
Vancouver, Canada  
19<sup>th</sup> July 1944

"EARLY VANCOUVER"  
Index. Vol. IV

Dear Mrs. Brown:

I am deeply indebted to you; very deeply. It was a long tedious painstaking task.

I started the book ten years ago; it has taken ten years, and not quite finished yet; will not be until the four copies are bound into four books. Words are not adequate to express the tireless care necessary for an index such as you have compiled, and there are those who would not comprehend even if they were adequate.

Lord Tweedsmuir, greatest historian of his day in the British Empire, said to me, **"This is admirable work; just what I have been urging."** A letter received from Lord Bennett yesterday, reads, **"I congratulate you on the splendid efforts you are making to build up the Archives of Vancouver. Few things are more important from the standpoint of future citizens of your great community."** Sir Arthur Currie said to me, **"Archives are worth their weight in gold."** You are in good company.

So, on behalf of those for whom I have the honor to speak, and they are many and varied, rich and poor, hale and halt, old and young, stranger and old timer; those who have gone, are here now, or coming in the long years; perhaps even like Mike himself; we all, including me took, thank you and send our gratitude. I grasp your hand.

Most sincerely,

J.S. Matthews

Mrs. George W. Brown,  
2274 West Tenth Avenue  
Vancouver.

(She was formerly Miss Ethel Glazier of the City Archives, and the "naughty" young lady who, one April Fool Day about 1937-8, dressed up Capt. Vancouver's statue in dust cap, apron and broom, and hung a string of sausages, as a necklace, around his neck.)