

Early Vancouver

Volume Three

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Narrative of Pioneers of Vancouver, BC Collected During 1933-1934.

Supplemental to Volumes One and Two collected in 1931-1932.

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 125th anniversary of the City's founding. The project was made possible by funding from the Vancouver Historical Society.

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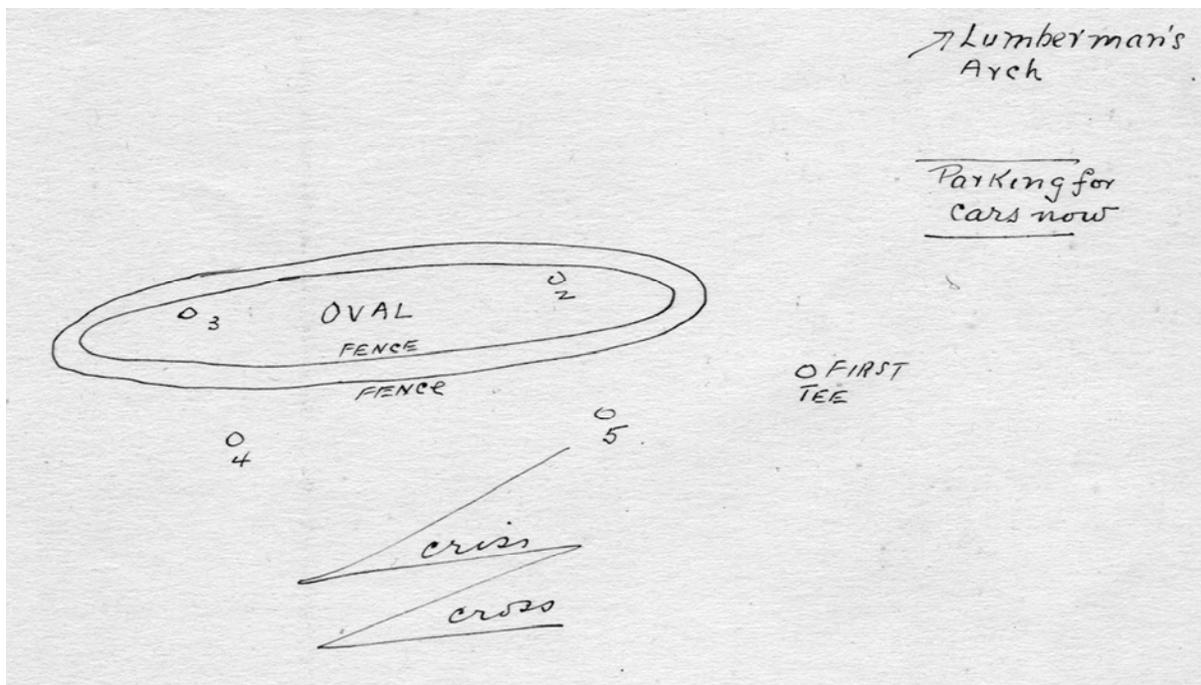
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MEMORANDUM OF CONVERSATION WITH MR. JONATHAN ROGERS, OF ROGERS BUILDING, GRANVILLE STREET, 5 JULY 1934.

Mr. Rogers was a passenger on the first train into Vancouver.

COLUMBIA STREET.

"When I built the Commercial Block" (see photo no ?) "on Columbia Street between Powell and Oppenheimer streets, west side, a brick and stone building, butting on to the C.P.R. track at the rear, I had difficulty in getting a solid foundation; I cannot remember the exact particulars; it may have been sand, but Arthur Sullivan, the half-negro organist at the Methodist Church, and whose mother was a very early resident of Gastown, remarked to me at the time that he used to paddle a canoe through from Burrard Inlet to False Creek at that point." (See photo No. ?)

"L.A. Hamilton built and owned the little building" (see photo No. ?) "with a blunt steeple at the southeast corner of Hastings and Granville streets, where the Canadian Bank of Commerce now stands. The Rogers Building, built in 1911-1912, was the first ferro-concrete building in Canada."

GEORGIA STREET TRAIL.

"The first house on Georgia Street, west of Granville, was H.J. Cambie's, on the southeast corner of Thurlow. They were getting logs out of the West End at the time it was built, and the lumber for its construction was taken down a narrow winding trail through the stumps; probably an old logging trail; Georgia Street did not exist when Mr. Cambie built."

HORSE RACES. GRANVILLE STREET.

"In the spring of 1887 they were rushing the clearing of Granville Street from the Hotel Vancouver down to Davie so as to be able to hold the horse races on Dominion Day.

"I think Dr. LeFevre's house was on the west side of Howe Street. Mr. Abbott's was across the street on the corner of Howe and Hastings streets; A.G. Ferguson's was on the corner of Hastings and Hornby streets, where the Metropolitan Building is now; then there was quite a clear space until you reached J.C. Innes' on the corner of Burrard Street.

"The first three-storey brick building on the Mainland was the Wilson Block on the lane corner of Abbott and Cordova streets. It was pulled down when the Metropole Hotel was built on the same site, of recent years in its turn pulled down when the Woodward Department Store made the addition to their store."

WILLIAM HAILSTONE.

"I used to live with Hailstone. William Hailstone told me that at the time the Royal Engineers were making their survey of Vancouver in 1863, that they offered to put Deadman's Island in the preemption for \$7.50." (See *Early Vancouver*, Vol. 2, Joseph Morton.) "There are a good many stories told about how Deadman's Island got its name. I have heard one, that before the whiteman came there was some sort of an Indian battle, and that the Northern victors killed off the men and temporarily used Deadman's Island as an internment camp for the women prisoners, and that subsequently the Squamish dead were buried on Deadman's Island; it may be just a legend. I understand it was a sort of massacre in which several score, perhaps several hundred, Indians were killed." (See F.W. Alexander and W.A. Grafton.)

"Hailstone told me that when they lived in the little cabin on what is now Hastings Street, west of Burrard, that there was a little creek, and that they used to wash their plates and dishes in it once a week."

MEMORANDUM OF CONVERSATION WITH WILLIAM A. GRAFTON, CITY HALL OFFICIAL IN EMPLOY OF VANCOUVER CITY FOR 17 YEARS, 24 MARCH 1934.

GRAFTON BAY. BOWEN ISLAND.

"I was born at London, England, February 6, 1868, at Hacking, and came to Canada from London, first to Toronto. My two brothers left England about March 1885, I left March 1886, mother and sister about June 1886; we all stayed in Ontario, but the other four reached B.C. before I did. I got here in the summer of '87. We wanted to get land, but they said there was no good land near New Westminster, none over where North Vancouver is, so my brother located on Bowen Island as the best place. Between my brother and myself we preempted, all told, six hundred and forty acres, paid one dollar an acre, have got twenty yet. We built a log cabin, and we all stayed there on and off for many years; the old cabin must have fallen down by this time. We all worked together on the preemption."

WILD ANIMALS. DEER, GROUSE, WOLVES.

"The deer on Bowen Island were very thick; you could go out and get one any time; and so were the grouse. We used to shoot for the market. I had the reputation of getting the biggest deer ever shot in the province; that was one in the fall of 1891; it weighed 195 pounds, but it wasn't the biggest one I ever shot; the biggest was 225 pounds. At one time there were a lot of wolves on Bowen Island; they killed Beach's dog, and they killed Bill Eaton's dog, and you could always see the deer swimming in the water after being driven there by the wolves; wolves won't follow deer into the water. We never hunted deer in boots; always in moccasins; Chief George of Sechelt taught us how to make moccasins. I have sneaked up as close as twenty-five feet to a deer."

HOWE SOUND AND SECHELT FERRY. NAVY JACK.

"In the ferry venture I was alone. I cruised about in a sloop, then started to run a ferry to Howe Sound, Squamish and Sechelt in my four-ton sloop—no engine, just sails, no name; no one was running there then. I was unmarried, did not marry until I was 37. Before I started, Navy Jack had run a sloop up and down once in a while, but when I started, no one was running a ferry up Howe Sound. Cates came a long time after. I docked my sloop at Andy Linton's boathouse at the foot of Carrall Street. I ran up and down once a week; had a contract with the brick yard, and also made special trips. There were only one or two settlers at Squamish at that time, but there were logging camps up Howe Sound; they were also logging at Sechelt then; hand loggers, French Canadians; they had jack screws, and cut the logs along the shore, and jacked them into the water, and they took out good stuff too; you had to be pretty particular what stuff you took out those days; got to be first-class stuff; the logs they take out now would never have been accepted then. The loggers used some oxen."

"I carried the men who made the bricks for the old Market" (City) "Hall up to Bowen Island; at least, when the scows came in for the bricks, that was what they said they had come for. Oppenheimer had a brick yard at Deep Cove. You see, there were two brick yards on Bowen Island. David Oppenheimer, Sam