

**Early Vancouver**

**Volume Three**

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

**2011 Edition (Originally Published 1935)**

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

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### **NORTH ROAD.**

"There was no wagon road to Port Moody at that time. The only way to get to New Westminster was by the North Road via Bonson's Hotel at the end of it on Burrard Inlet. The North Road was, at that time, passable, but no more than passable, for a wagon. We used to stop at Bonson's overnight, and take a row boat to Port Moody in the morning."

### **THE GREAT FIRE.**

"On the afternoon of the Great Fire at Vancouver in June 1886, three others and myself rowed down from Port Moody; Vancouver was still burning when we arrived."

### **ONDERDONK.**

"Mrs. Onderdonk was a Miss Hillman before she married Onderdonk."

"I ended my railroad career when leaving the services of the Canadian National Railway in October 1928 after serving them as master mechanic for 13 years in British Columbia. This completed some 55 years R.R. service, and 47 years service in B.C., now retired and living at 980 West 20<sup>th</sup> Avenue, Vancouver. I married Miss Ida Macdonald at Revelstoke; we have no children. She still survives."

Read and approved by E.E. Austin, 15 October 1934. Also by T.C. Young, Jasper, Alberta.

### **MEMORANDUM OF CONVERSATION WITH MR. PERCY DESBRISAY, 1206 MAPLE STREET, KITSILANO BEACH, 18 APRIL 1934.**

#### **"OLD CURLY" IN HASTINGS PARK. LOGGING.**

"This printed reproduction of 'Old Curly' hauling a train of logs on iron rails, and with the title, 'Train of Logs, Royal City Mills Camp, near Vancouver, British Columbia,' was cut a good many years ago out of a magazine. It shows 'Curly' as she was originally, and not as she is now in the Hastings Park. This photograph was taken—I speak from knowledge, for I am the man in the whitish shirt leaning against a log behind the big stump—up on the ridge about two miles south of Cloverdale on the Pacific highway, about two miles west of the Pacific highway, and at the head of Kensington Prairie. The Royal City Planing Mills, New Westminster, logged off all that territory back of Mud Bay."

"Bob Harvey was the engineer, and is looking out of the cab window; he is now" (1934) "driving the switching engine for the Great Northern Railway, Vancouver."

"'Curly' in Hastings Park is not the same 'Curly' as I knew, as much of her is new; she was repaired so many times. She has a new boiler, most of the remainder is new, but it is the same old bell and the same old frame. Pictures taken of recent years published in the newspapers show 'Curly' as she is in Hastings Park, but that is not the original 'Curly.'"

"The original photograph from which this illustration was made was taken about 1894. At this time this was the only logging train in B.C., and all six cars of logs on hand-made trucks (no deck loading). Oxen were used in the woods, and hauled over skid roads to the landing. The water trough in the illustration, and also the hay, is for feeding the oxen."

"At first the logs were hauled to the Nicomekl River, and there boomed and towed over to New Westminster; later 'Curly' hauled logs over the Great Northern Railroad to Port Kells, and there they were boomed and towed to New Westminster. 'Curly' was taken north to Bear River in 1906, and kept in constant use 'til the year 1927. When this illustration was taken, wood was used for fuel; much later she was converted into an oil burner, and still later changed back to wood."

"The engine was bought in 1887 or '88 by the Royal City Planing Mills from Andrew Onderdonk, who had used her on the construction of the C.P.R."

"I was with the B.C. Mills and Royal City Planing Mills from 1886 to 1929."

(The last four paragraphs are copied from Mr. DesBrisay's own handwriting. Also see F.W. Alexander, Calvert Simson, and W. Frame. J.S.M.)