

## Early Vancouver

### Volume Four

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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.

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### **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.