

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

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Archives

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 11th 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 16TH, 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-3RD AVENUE BRIDGE.

"My oldest brother, John Kelly, drove the piles of the False Creek bridge—Granville-3rd 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.)