

## **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**

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## **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.

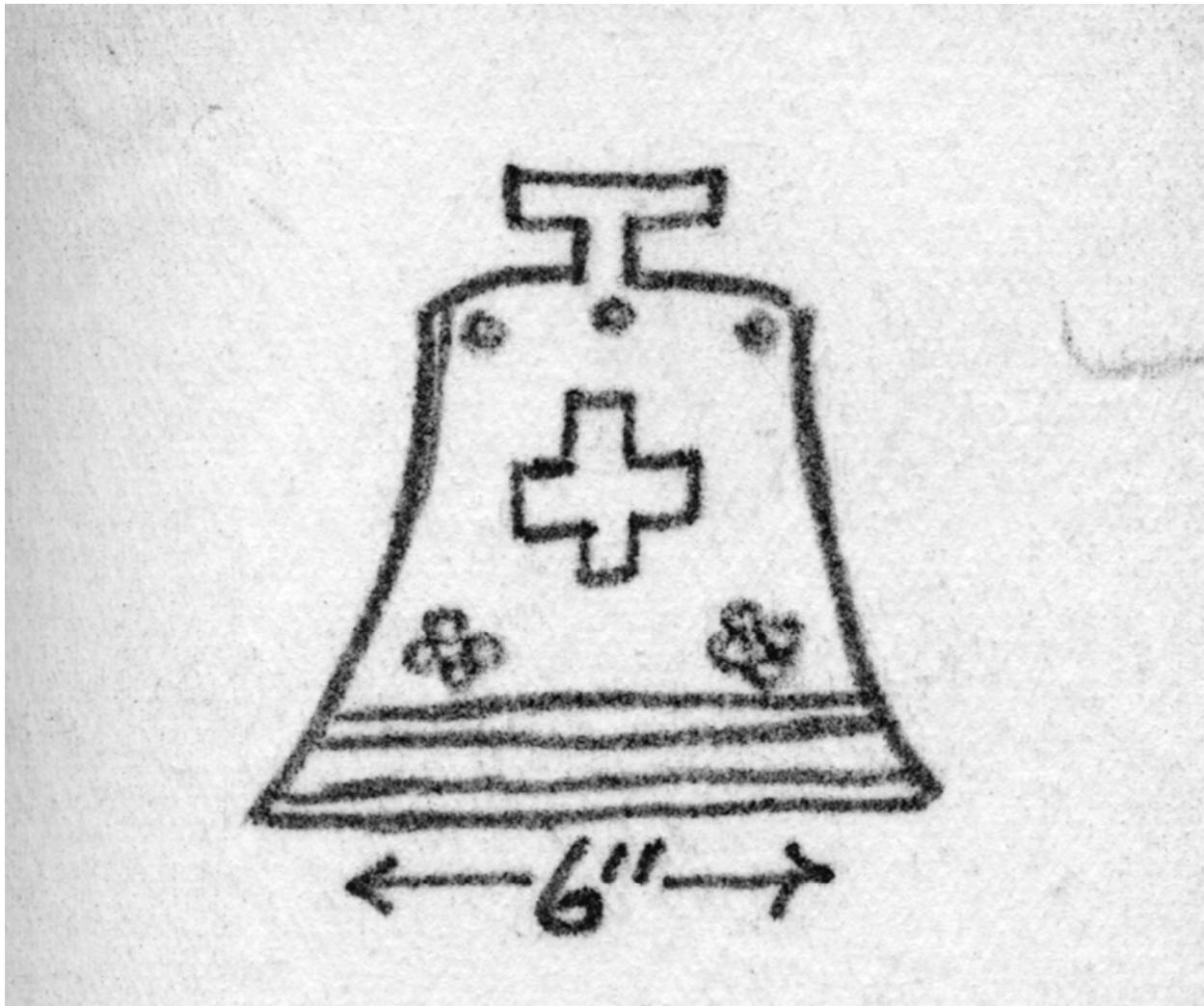
JSM

## **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."