Early Vancouver

Volume Four

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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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And, on Dead Mans Island was Mr. John Baker. There are others, but could not give you their names; they were before my time.

Hoping this will be of some help to you.

Yours truly,

Mr. Joseph Gonsalves Pender Harbor

Note: the letter is not in the handwriting of Mr. Joseph Gonsalves, but probably in that of his daughter, Mrs. Dames, to whom the enquiry was addressed. JSM.

MEMO OF CONVERSATION WITH GOON LING DANG, CANTON ALLEY, PENDER STREET WEST, VANCOUVER, WHO HAS TRADED FOR MANY YEARS AS "JUNG KEE," A TRADE NAME, 6 AUGUST 1936.

The interest in this elderly and very polite Chinaman is that he is probably the earliest Chinese resident of Vancouver now living. Also, that his first wife, a daughter of Wah Chong, the only Chinaman listed under "Burrard Inlet," Williams Directory, 1882-3, was probably the first Oriental school pupil in Vancouver, as she attended the Hastings Sawmill School.

WAH CHONG. GOON LING DANG. "JUNG KEE."

Mr. Goon said, in moderately good English, but by no means fluent: "I first came to British Columbia from Canton in 1877; fifty-nine years ago. I came over in a sailing ship, and we were fifty-six days on the trip; just a small sailing ship about two-hundred feet long. I don't know why I came; I was just a young fellow, about eighteen, and wanted to go somewhere; they said Victoria was a good place to go. The fare was thirty-eight dollars, which I borrowed. When I arrived at Victoria I found it just a small place, very small place, and I had friends there. There was only fifty dollars to pay" (query: did he say that or was he referring to 1885) "then" (Chinese immigration tax) "and my friends gave me work in a laundry, washing by hand.

"Then in 1885 I came over to Vancouver, and have stayed here ever since. There are older Chinaman in Vancouver, but I do not know of one who is my age, seventy-seven, who has stayed here all that time.

"Yes, that's right. I married Wah Chong's daughter; Wah Chong had two daughters and three sons, one daughter my first wife, other daughter in China, I don't think she come back; of his three sons, one died, other two in Winnipeg. My wife died about fourteen years ago. She was the mother of our only son and only daughter. My son, same name as me, Goon Ling Dang, works in the *Chinese Times* newspaper, Carrall Street; my daughter lives on Georgia Street.

"Then I married again, and my second wife has six daughters and one son.

"I was here during the big fire in 1886; everyday I see Vancouver grow bigger and bigger.

"Jung Kee is not my name; just a store name. I have a store on Dupont Street in the old days, but the Great Northern buy the whole of it for their railway station. Not much business now. One time quite a lot of business, but no one got any money now."

MEMORANDUM OF CONVERSATION WITH W.A. GRAFTON OF 542 WEST 63RD, FORMERLY OF GRAFTON BAY, GRAFTON LAKE, BOWEN ISLAND, AND ETC., 20 MAY 1937.

EARLY PILOTAGE.

"At the first going off the pilots were fighting each other" (Mr. Grafton means the pilotage of ships to the Hastings Sawmill, and Moodyville Sawmill, as he first recalled it about 1887) "for business. The pilots lived in Victoria, and came over from Victoria and hired a boat from Andy Linton's" (at the foot of Carrall Street), "and went out into English Bay to meet the ships, sometimes ships coming in under their own sail, but mostly all with American tugs; the pilots would 'speak' the ships off Point Atkinson or Point Grey, and the first pilot got it. Sometimes the pilot rowed himself; sometimes hired a man."