

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

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The general stood in front of the tablet for a moment or so, gazing and reading, and then, placing his hand on Major Matthews' shoulder, said with much feeling, "Gentlemen. Men like Matthews here are worth their weight in gold."

He then continued with some reminiscences, etc., etc.

"Men like" an archivist must naturally include all archivists.

Just why Gen. Currie expressed himself thus must forever remain unknown, but it *might* have had something to do with his then recent unfortunate experience when he had to defend himself in the courts against unjust and libellous statements that "he sacrificed his men," and that the records fortunately kept—as all military units have to keep—served in some especially useful way to vindicate his actions in the Great War.

MEMO OF CONVERSATION WITH JUDGE J.A. FORIN, AT BANQUET, "OLD GARRISON ARTILLERY ASSOCIATION," HOTEL GEORGIA, 15 FEBRUARY 1936.

GENERAL SIR ARTHUR W. CURRIE. HIS HONOUR JUDGE J.A. FORIN, VANCOUVER AND NELSON.

The "O.G.A.A." comprise the surviving members of the first militia units in British Columbia; membership is limited to those who served before 1898. Judge Forin has not had a uniform on for forty or more years. General Currie joined the old regiment in Victoria as a gunner.

Judge Forin to City Archivist, Major J.S. Matthews: "That reminds me. The time that Sir Arthur came through to Nelson" (B.C.) "with the Canadian Chamber of Commerce, we gave them a banquet. I came in late. When Sir Arthur saw me come through the door, he rose and stood to attention, and saluted. It put me in a most embarrassing position; a crowd of gentlemen looking at me the minute I appeared in the doorway. I walked over towards him, and he came to meet me, and shook hands, and, smiling, said, 'I always salute my old officers.'"

City Archivist.

MEMORANDUM OF CONVERSATION WITH J.N. DAWZY, 2361 TRINITY STREET, VANCOUVER, B.C., 27 FEBRUARY 1935.

THE GREAT FIRE: NUMBER OF BUILDINGS LEFT.

"I arrived in Vancouver on June 14th, 1886, about noon the day after the fire, and of course was struck by what I saw, and was impressed; the recollection of it has remained in my mind very clearly.

"There was just five houses standing. There was the old Bridge Hotel on Main Street, or Westminster Avenue, False Creek; a frame building next to it; a little house on the southeast corner of Prior Street occupied by Harry Chase; the Regina Hotel on Water Street near Cambie; and the C.P.R. building opposite David Spencer's store, about where the C.P.R. Depot is now."

(Note: he missed one, a small shack on the edge of False Creek, in the low, wet land—on Pender Street—just at the end of Abbott Street, below the corner of Beatty and Pender streets.)

MRS. ONDERDONK. ANDREW ONDERDONK. PORT HAMMOND. ENGINES, C.P.R. ENGINE NO. 4 "THE LYTTON."

"I went to work on the building of bridges for the C.P.R. in August 1882, and then from March 1883 worked for him" (Onderdonk) "for three years at Yale, building cars in the car shops, making car repairs; also foreman wrecking car.

"A fine man was Onderdonk; I'll say so" (with emphasis.) "My wife came up in March 1883 to Yale. Mr. Onderdonk and my wife were the only two passengers on the boat from Westminster to Yale. When I went to the Yale shops in March 1883, the superintendent and master mechanic were at Port Hammond unloading engine No. 4, the 'Lytton,' which had come on a big scow from Tacoma, and the foreman of the shop would not put me to work, but sent me to see Mr. Onderdonk at the general office, Yale, a building about sixty feet long. When I gave Mr. Onderdonk my letter from the bridge superintendent, he looked at