

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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19 MARCH 1936 – “THE MERRY PRIEST,” FATHER PATRICK FAY OF HOLY ROSARY CHURCH.

REV. FATHER PATRICK FAY.

Wm. Mashiter, pioneer of Granville, burned out in the Great Fire, 13 June 1886, writing at the age of 87 from Squamish, B.C., 14 March 1936 to Major J.S. Matthews, says in part:

“What a lot of faces your letter brought to mind ... Father Fay, the merry priest.”

MEMO OF CONVERSATION WITH MRS. A.M. MCGOVERN, 1727 MACDONALD STREET, KITSILANO, VANCOUVER, MEMBER, TOWN PLANNING COMMISSION, ETC., ETC.

Mrs. McGovern said: “Father Fay was well liked; he died on the road to Bellingham, Washington; he was walking along from Vancouver to Bellingham, and just dropped.

“I was down in Montréal with my husband, and going outside of the hotel I met Father Fay. He asked me if I could do anything for him, so I went upstairs and told my husband, ‘Who do you think I met outside,’ and told him I had met Father Fay, and Mr. McGovern gave him ten dollars. Then I met Lord Shaughnessy, and I told him about Father Fay, and he answered, ‘Poor Father Fay,’ and I told him that I expected he would be in to see him. ‘Yes,’ said Lord Shaughnessy, ‘I expect he will.’ So I heard that Lord Shaughnessy gave him one hundred dollars, and a pass to Vancouver. He came west, and soon after died on his way to Bellingham as I have told you.”

MEMO OF CONVERSATION WITH W.F. FINDLAY, 12 APRIL 1932.

VANCOUVER (WEST END). WILLIAM HAILSTONE, SAM BRIGHOUSE.

“I understand William Hailstone parted with his half interest in the West End, or what interest he had with Sam Brighthouse, for a twenty dollar gold piece, several sacks of flour worth about five dollars, and a cayuse with a string halt, worth perhaps \$25. You could buy lots of them for \$10 or \$15. Hailstone logged off the West End, or anyway, sold some logs off his place, got tired of the game, and ‘pulled out.’” (Ask McCraney or W.E. Graveley.)

“I have read your narrative of conversations with me; they seem correct enough, and I confirm them.”

VANCOUVER ROADS IN 1887.

“My first impression of Vancouver was one in the form of a big bump on the back of my head. I arrived on the train October 22nd 1887, and Uncle’s (Lewis Carter) “hotel bus from the Carter House met the train. I got into the bus, an open express sort of conveyance, with seats longwise on both sides and drawn by two horses. There was a covering supported by iron stanchions, and canvas flaps for the sides to be let down in wet weather. The roads were very poor, and on our way up the incline to Cordova Street or else down Water Street as far as Cambie to the hotel, the bus gave a big bump, my head banged a stanchion, and left a big bump on the back.”

EARLIEST RECORDED NAVIGATING AID TO FIRST NARROWS. A ROOSTER.

In April 1937, the bell on Prospect Point Lighthouse was being replaced by a siren, as more efficient.

MEMO OF CONVERSATION, 10 JUNE 1931, WITH JAMES A. SMITH.

Mr. Smith is now retired, 1937. Moving picture censor, Court House, Vancouver, who came to Vancouver 5 April 1888.

Mr. Smith said: “On May 24th, 1888, I came from Victoria on the old side wheeler *Yosemite* with a shipload of excursionists expecting to spend the Queen’s Birthday in Vancouver; it was a very foggy day. We were due in Vancouver for breakfast, but it was getting on past nine o’clock, and we had not got through the First Narrows; everyone was getting anxious; it looked as though our holiday was ‘gone.’

“Then, as we neared what was supposed to be the entrance to the Narrows—outside Prospect Point—the master stopped the steamer, and ordered the anchor out. The chain was not long enough, so they