

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.

Copyright Statement

© 2011 City of Vancouver. Any or all of *Early Vancouver* may be used without restriction as to the nature or purpose of the use, even if that use is for commercial purposes. You may copy, distribute, adapt and transmit the work. It is required that a link or attribution be made to the City of Vancouver.

Reproductions

High resolution versions of any graphic items in *Early Vancouver* are available. A fee may apply.

Citing Information

When referencing the 2011 edition of *Early Vancouver*, please cite the page number that appears at the bottom of the page in the PDF version only, not the page number indicated by your PDF reader. Here are samples of how to cite this source:

Footnote or Endnote Reference:

Major James Skitt Matthews, *Early Vancouver*, Vol. 4 (Vancouver: City of Vancouver, 2011), 33.

Bibliographic Entry:

Matthews, Major James Skitt. *Early Vancouver*, Vol. 4. Vancouver: City of Vancouver, 2011.

Contact Information

City of Vancouver Archives
1150 Chestnut Street, Vancouver, B.C. V6J 3J9
604.736.8561
archives@vancouver.ca
vancouver.ca/archives



“The youngest is Mrs. Peters, a widow, about sixty now, lives with her daughter on Robson Street; she was always a fine woman; both mother and daughter are fine women; the eldest son was married, went overseas, and died as a result of it.”

THE LYNN ESTATE.

“‘Jock’ Lynn died intestate; no will; and they could not get his property until Maria was twenty-one; when the Lynns sold the place they were well off; they had a lot of money, and then they were left some money by a relative in Scotland. Maria Lynn, always a fine woman, took her money and entered a convent in New Westminster, and got an education for herself.”

“LYNADA.”

“Maria made quite a lot of money; she had property on Howe Street, and she bought a rooming house on Robson Street; she owns it, and, as she got her money through her mother, she calls it ‘Lynada Apartments’; I thought it was so nice of her; it is part Lynn, to commemorate her mother’s name; pronounce it ‘Lyn-ah-da’; no, her mother’s name was not Ada; the ‘ada’ comes from the last part of ‘Canada.’

“But, in the Lynn family, it was ‘all for the boys,’ and—both of them no good.”

MEMORANDUM OF CONVERSATION WITH MR. AND MRS. HERBERT CREELMAN, AT THEIR SUITE NO. 46, 2625 HEMLOCK STREET, FAIRVIEW, VANCOUVER, 25 MAY 1937.

ANDREW ONDERDONK. M.J. HANEY. C.P.R. CONSTRUCTION.

Mr. Creelman: “I came west with the first gang, when M.J. Haney commenced in March 1883; the gang had finished in Winnipeg; M.J. Haney was the bridge contractor—he was superintendent—and we came by the Union Pacific. The Northern Pacific and Great Northern were not through then; then we came up from San Francisco by the, I think it was, the ‘Geo. W. Elder’ to Victoria, then over to New Westminster, and up the Fraser. Yale was headquarters, and there were only three or four locomotives there, and two or three miles of track each side of Yale; Mrs. Creelman was not with me then; she came in 1886; there were a few railroad men with me; all the rest were bridge men, and for about two months I fired on ‘Old Curly’ (Emory, or No. 2), “wood burner, two foot lengths.”

C.P.R. TUNNELS.

“The end of the track was up past the big tunnel, past Spuzzum. The east end of the tunnel fell in, and there was one engine east of the tunnel; Ed Austin was her engineer and was with her, and, do you know, that engine was on the other side of that tunnel for *seven months*. The track was just a few miles to what we called ‘Cariboo Joe’s’ tunnel, i.e. the first tunnel on the other side of the big one.

“The track on this side” (west) “of Yale was down nearly to Hope—at American Creek—that was all the track—the two lengths, east and west of Yale, was all the track there was west of the mountains, when I came.”

EARLY RAILWAY LOCOMOTIVES.

“When I came first the engines were: Yale (known as No. 1), Emory (known as No. 2 or ‘Old Curly’), New Westminster (known as No. 3) and I think another one. Later that year, they got five engines, new Baldwin locomotives, all unloaded at Port Moody.”

C.P.R. LOCOMOTIVES. C.P.R. ENGINEERS.

“I was senior man as locomotive engineer, except Ed Austin, and I said to Mr. Cotterel, superintendent, C.P.R. here the other day, that I was now the senior man connected with the C.P.R. living. Jim Doig is older than I am, but I was here first. About all I know now living who worked for Onderdonk on the construction are W.H.” (Billy) “Evans, C.C. Brown, Teddy Hosker, Jim Doig, who was conductor, W.O. Miller, who was train despatcher at Yale, and, of course, Peter Barnhart, who lives in Kamloops; the rest live in Vancouver.

"W.O. Miller started as a telegraph operator at Yale for W.H. Armstrong" (later Armstrong and Morrison, Vancouver.) "Bill Miner was on the Yale, No. 1; Ed Austin had the New Westminster, or No. 3; Charlie Johnson had 'Old Curly'" (No. 2), "and I had the 'Savona,' No. 4."

C.P.R. CONSTRUCTION. PORT HAMMOND. C.P.R. OXEN.

"The 'Savona,' No. 4, was landed at Port Hammond, and they started laying the track from there both ways. Old Man Heath, an Englishman, he was a machinist in the shops at Yale, and claimed he was a locomotive engineer, but he put the engine in a ditch down at Pitt Meadows, and killed himself. I was on night shift, and it came my turn to be day shift, so they sent me down to get No. 4, and we pulled her out of the ditch, jacked her out with jacks, and" (laughingly) "pulled her into Hammond with two oxen, and before we got her ready for the road, there was another vacancy, and Teddy Hosker, who was firing for me, he got the night shift and I got the day. Hosker came down to the slough at Pitt Meadows; it was deep water; he had a canoe; and he got the body of Mr. Heath, and took it down to New Westminster."

C.P.R. CONSTRUCTION.

"No. 4 was at Port Hammond, and there was another engine at Port Moody; they worked from both ends, and the track was connected up east of Westminster Junction. I was running the engine at Port Hammond, and Ed Austin was running the one at Port Moody, and the end running west from Hammond, and the end running east from Port Moody, finally were connected up, as I say, east of Westminster Junction.

"All the time they were working at Yale, and finally the track was connected up at Deroche."

HARRISON HOT SPRINGS.

"A lot of Onderdonk men were lying around at Yale waiting for the C.P.R. to take the line over, so a lot of us went down to Agassiz, and up to Harrison Lake; there was nothing there then but a log shack, and an old cedar log chopped out, hollowed out, for a bath; it was not an old canoe, but a log chopped out to make it hold water for a bath. The water was too hot at first, so what you did was, put some in, and cool it off with a few pails of cold water, and after you had been in a little time you could stand it quite hot." (See Morton or Findley narrative, *Early Vancouver*.)

Mr. Herbert Creelman was born at Colchester, Nova Scotia, 10 March 1858, was brought up a Presbyterian. He married Miss Sarah McMullen of Truro, Nova Scotia (Methodist) at Halifax, and recently celebrated their Golden Wedding in Vancouver.

They have three children: one son, Hugh, who is principal of a school at Esquimalt, and two daughters.

A free mason, raised at Truro Lodge, No. 43, Nova Scotia, in 1881, and afterwards affiliated with Cascade Lodge, Vancouver. Pensioned by the C.P.R. in 1924.

As to his South American experiences—he was away from the C.P.R. for one year—he says, "forget that."

[LETTER FROM A.B. CURTIS.]

Roselands,
Comox, V.I.
8/4/36.

Dear Mr. Matthews:

I must apologize for not answering your letter before. The fact is I can give you very little information regarding the old hospital.

In 1888 my sister succeeded Mrs. Roberts as matron, and I took the position as nurse. There was another nurse, and a male night nurse. I think there was about ten or twelve beds in the then only furnished ward, which was on the main floor. Another upstairs intended for women was really never finished, although very occasionally a woman was nursed there.

The attending physicians were: