

## 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 125<sup>th</sup> 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



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 63<sup>RD</sup>, 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."

### **PILOT SLOOP CLAYMORE.**

"Then they amalgamated, and had the sloop *Claymore* built in Victoria, and lived on her, one pilot at a time, lying off Point Atkinson and Point Grey waiting for ships. They used to come over from Victoria. I know; I worked seven years for them.

"The pilots lived in Victoria for a time, then they came over to Vancouver to live; only one pilot was on the *Claymore* at a time; one pilot came over from Victoria and stayed a week."

### **PILOT BOAT ARIEL.**

"In the amalgamation there was a second boat, the *Ariel*, used as a spare; they kept her in Victoria, and after a time they brought her to English Bay and sold her to a fisherman."

### **PILOTAGE. SKUNK COVE.**

"Then later the Balfour Kers, who had bought Skunk Cove from Flowlander who preempted it, and who sold to Caulfeilds; then Balfour Kers gave the pilots the privilege of building the pilot house." (See photo.)

### **EAGLES.**

"The lone tree known as 'Dead Watch Tree' on which the eagle sat was on the rocks off Point Atkinson, where the Indians laid their dead in boxes or canoes on the surface of the rocks."

### **NAVY JACK'S POINT.**

"When coming in from outside, that is, Bowen Island or Howe Sound, we" (sailing sloops) "always made for 'Navy Jack's Point.' There were no lights in those days at night, and after reaching 'Navy Jack's Point' it opened up the fire on the Hastings Mill slab pile, and we made for that."

### **GREBE ISLANDS. "DEAD WATCH TREE."**

"We did not call them Grebe Islands in early days; we just called them rocks. That was where the Indians buried, not buried, just laid, their dead on the top of the rocks; in boxes or canoes. 'Dead Watch Tree' was on one of those rocky islands at one time; an eagle always on top of it. It was a bare bole; it is gone now."

### **WEST VANCOUVER. BIRD ROCK.**

"The 'Bird Rocks' were right at the entrance of Fisherman's Cove." (Note: to the south.)

### **COPPER COVE. COPPERHOUSE POINT. WHITE BAY.**

"Copperhouse Point is the most westernly part of West Vancouver; the most westernly point of D.L. 430. McInnes, formerly of Deep Cove, Bowen Island, he built his house in White Bay, just a few yards east of Copperhouse Point.

"The exact location of Copperhouse Point was just west of what is shown as White Bay; that was where McInnis settled when he left Bowen Island, where he was the second settler; anyway, at Deep Cove. It was the only point we referred to because McInnis lived there and, excepting Nelson at Eagle Harbour" (on Eagle or Italy Island), "was the only settler on that shore from Point Atkinson to Copperhouse Point. In 1887, Nelson on Nelson Island, and McInnis at Copperhouse Point, were the only two men living between Point Atkinson and Copperhouse Point.

"'Copper Cove'; we never called it Copper Cove; we just called it 'McInnis Place'; his place ran right through from White Bay."

### **CLAYMORE COVE. SKUNK COVE. CAULFEILDS.**

"Claymore Cove. The first settler from Flowlander, long before 1888; he was millwright at the Hastings Sawmill; then, in 1888, his daughter came from Sweden, and lived there, and he used to go down weekends. Then he sold to the Balfour Kers, and they sold to Caulfeilds."

### **CYPRESS PARK. ERWIN.**

"When W.C. Stearman, E.S. Knowlton, O.B. Allan, and Bailey of Bailey Bros. photographers, bought the place from Erwin, they called it 'Cypress'; that was about 1907. Before that Erwin called it Cypress Creek."

### **“DEAD WATCH TREE.”**

“Dead Watch Tree’ was on the bare rocks west of Point Atkinson, where the Indians laid their dead on top of the rocks or canoes.” (Note: on or under slabs.) (East and West Islands, or Grebe Islands.)

### **ERWIN POINT.**

“Erwin Point’? That’s a new one on me; we had no point called Erwin Point in early days.”

### **GREBE ISLANDS.**

“We did not call them Grebe Islands in early days; we just called them rocks; that was where the Indians buried their dead.”

### **LARSON BAY.**

“One of the Gosses, I think Rich. Gosse, preempted it. Larson had his house on a little bay on D.L. 771, about three hundred yards south of his boundary with D.L. 430.”

### **LOOKOUT POINT.**

“That’s not Copperhouse Point.”

### **FISHERMAN’S COVE. KEW BEACH. S.S. MERMAID. NELSON ISLAND. EAGLE ISLAND. NAVY JACK’S POINT. HASTINGS SAWMILL.**

“I was going in the First Narrows in my sloop, in 1888, and met the old steamer *Mermaid* coming out with all the fishermen, and their lumber on board. In 1887, Nelson on Nelson Island, and McInnis on Copperhouse Point, were the only two men living between Point Atkinson and Copperhouse Point.

“When coming in our boats, sailing sloops, we always made for Navy Jack’s Point, and when we reached that it opened up the fire on the Hastings Sawmill slab pile. There were no lights at night in those days; no lighthouses anywhere about the Narrows.”

### **ITALY ISLAND. NELSON ISLAND. “CANESSA’S.”**

“Nelson Island, or Eagle Island, was also known at Italy Island; we called it that, also as ‘Canessa’s’ place. Nelson preempted D.L. 772; he was a framer at the Hastings Sawmill. In those days you did not buy any particular spot or place; you just drove your stakes, and did your own surveying, hired your own surveyor. Canessa had a smoke house there, and a big tall chimney on his smoke house. You staked where you liked in those days.”

### **WHITE BAY. COPPERHOUSE POINT.**

“McInnis, formerly of Deep Cove, Bowen Island, he was the second settler on Bowen Island at Deep Cove; Bill Eaton was the first; McInnis preempted D.L. 430, and built his house at White Bay, just east of Copperhouse Point. But the government made a mistake because the land really belonged to Fisher, the bank man of New Westminster; he had a mine there at Copperhouse Point. So the government could not deed the land to McInnis or the fishermen” (Fishermen’s Cove), “and had to buy them out; that is, their improvements.”

### **MURRAY THAIN. ERWIN.**

“Murray Thain, he was the first harbour master. Erwin preempted the land west of D.L. 559, but in those days you did your own surveying, and Erwin staked more than his half mile of shore, and Thain wanted Erwin to move his stake, but Erwin said, ‘I was here first; I drove my stakes first,’ and would not move, so the government to get even with him, took a piece off the back of his land, and created D.L. 583, a funny shaped section at the back of D.L. 582, Erwin’s piece, and Murray Thain did not get his half mile of waterfront.”

### **SHELTER BAY. BALMY BEACH. KEW BEACH. IRWIN BLUFF. “HOLY JOE.” SCHOONER *HOLY TERROR*.**

“Edward Collett preempted it, D.L. 879, but ‘Holy Joe’ lived there. ‘Holy Joe’ belonged to the Salvation Army, but ‘Holy Joe’ got drunk now and again, and had to be re-saved now and again. He” (“Holy Joe”) “built the *Holy Terror*, a little schooner; an awful thing, but it never, sadly, floated; he never launched it; he built it in a little bay in the middle of D.L. 879.

“Holy Joe’ used to burn charcoal there. He came to the” (Point Atkinson) “lighthouse one Sunday waiting for the steamer Agnes to come and take his charcoal to the canneries in the Fraser River” (for soldering cans), “and along came the Agnes, and he got on board, and went down with her to his charcoal, and when they got there it was a blazing mass. He had sacked it, and there must have been some hot coals in it, and the wind got up, and he did not have a sack; his whole winter’s work gone. It took him all winter to make that charcoal; there must have been four hundred sacks.”

**MEMO OF CONVERSATION WITH W.A. GRAFTON, 542 WEST 63<sup>RD</sup> AVENUE, FORMERLY OF GRAFTON COVE, NORTHWEST “CORNER” OF BOWEN ISLAND, AND GRAFTON LAKE, BOWEN ISLAND, 8 JUNE 1937.**

**WEST VANCOUVER. KEW BEACH. “HOLY JOE.” *HOLY TERROR*, SCHOONER.**

Mr. Grafton said: “‘Holy Joe’ built the boat Holy Terror about 1890, at what we call Kew Beach now; she was quite a good sized hull; about sixty feet long. He was a charcoal burner, and he was going to use her for carrying charcoal; anything at all. He didn’t get the machinery; he had her all ready for the machinery, but some ‘kind’ friend put a fire under her, and burned her up while he was in town” (Vancouver) “getting ‘grub,’ and when he came back she was gone. Nelson, of Nelson or Eagle Island, married an Irishwoman who had a brother Pat. Pat and ‘Holy Joe’ were bad friends, and it was whispered that Pat knew something about the fire. Pat took a shot at ‘Holy Joe’ over something, and put a hole through the plank on which Joe was seated.

“Joe built the *Terror* out of planks and slabs which drifted up on his beach; there was lots of such stuff floating about in those days.”

(Note by J.S.M. And a nuisance it was too; always causing trouble. One would see it floating in the tide, go after it, drag it to the shore, and tie it up on the beach with a string until he had time to cut it up for firewood. It might break loose; a neighbour would see it, and tow it to his place, and then the first neighbour would come along and see it being sawed up, and there would be a row.)

**FLOWLANDER. ERWIN. NELSON. MCINNIS (?). NAVVY JACK.**

“In 1887, the residents of what is now West Vancouver occupied about four cabins. Going west out of the Narrows, the first was ‘Navy Jack’; then King had a cabin next along the shore, but it was mostly unoccupied; then Flowlander was at Skunk Cove on weekends in his cabin; then the next was Erwin at Cypress Creek; then Nelson at Nelson Island, and McInnis at Copperhouse Point; that was all.”

**CYPRESS CREEK. CYPRESS PARK.**

“Walter Erwin called Cypress Park Cypress Creek. Erwin named it that on account of a number of men going in there, and cutting a lot of cypress cedar, which they expected to float out and ship to New York, but the creek was so rocky that when they started to float it out it all broke up and slivered. That was long before I came in 1887; it was even before Erwin was there, but Erwin told me about it, and why it was called Cypress Creek; there was so much cypress in it.”

**LIGHTHOUSE PARK. F.W. CAULFEILD.**

“Mr. Ollason” (Municipal Clerk, West Vancouver, 1915-1930) “amuses me.” (Statement that Caulfeild deserves all the honour that can be given him.) “What really happened was that when Mr. Caulfeild subdivided Caulfeild he told prospective purchasers that the foreshore was reserved in perpetuity for park purposes—I think it was in the agreement—for their benefit. But, after he had sold a lot of home sites, etc., he deeded the foreshore to the municipality, and thereby got out of paying taxes on it.”

**PILOTS. CAPTAIN KETTLE.**

“Capt. Kettle was not a pilot; he was a boatman; he never was a pilot. Ettershank was the first pilot; he had been around English Bay for years, but the first I recall was Capt. Urquhart; the next was Capt. Babbington; then Capt. Robertson, and Ettershank followed him. Then came Capt. Jones, and afterwards Capt. Johnson—he married Hugh Lynn’s sister of Lynn Creek; then came Patterson, and afterwards Bridgeman.”