

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



River, so in retaliation Captain Johnnie Irving, of the Canadian Pacific Navigation Co., put the *Rainbow* on the run from Vancouver to the logging camps around Shoal Bay. The C.P.R. Company had been running the *Sardonyx* and the *Princess Louise* to Skeena.”

SHANGHAI-ING SAILORS. DEPARTURE OF SAILING SHIPS. C.P.R. CONSTRUCTION.

“It was the custom, when ships finished loading at Hastings Sawmill, to anchor them out in the stream, and as they left the wharf, the other ships in port dipped their flags when the tug came for them to take them to sea.

“Well, there was an American ship in port, and a Nova Scotian ship, and when we, the *Highland Glen*, went out to anchor, the two ships would not, actually refused, to dip their flags. The men had skipped out to the C.P.R. construction camps—they were building the C.P.R. at that time. In those days the sailors all came from Port Townsend; you couldn’t get any here; the tug brought them up when she came for the ship. We apprentices found out that our captain would take five men only—the mate told us on the quiet—that would be seven hands in all and we wanted twelve.

“So my companion apprentice and I went on the Nova Scotian and on the American, and we said to them, ‘Why don’t you come with us; why don’t you come on a limejuicer’; they called the British ships ‘limejuicers’ because they served out lime juice every day. ‘We got a better ship.’

“So they said, ‘How can we get?’ And we replied, ‘Leave that to us.’

“So the cockney—that was the other apprentice—and I got two men, and hid them. We went over one night and got one off one ship, and one off the other, and we took the two men down to some shacks, or cabins, or guests’ houses, or whatever you call them; they were used by Indians and loggers to sleep in, down by where the Ballantyne Pier is now, and the next morning the two men were missing, one off the American ship, and one off the Nova Scotian, and the masters of both ships went to the police, Policeman Jonathan Miller.

“Well, Jonathan Miller, the constable, he came on board the *Highland Glen* and he could not find the two men; he searched and searched, but the men were not there; why? Because they were down in the shack.

“So, the following morning the tug came, and just before daylight, I approached the mate, and asked him if we could have the boat. I suppose he thought it queer; we were just about to sail, and perhaps he thought we two apprentices might run away; anyway, we got the boat. We took the boat, and the tug came with the five men from Port Townsend, and the two we got made seven. So, that’s why the American and Nova Scotian ships did not dip their flags to us.”

CAPT. W.H. SOULE.

“Many years after I met Capt. Soule, who loaded the ships at the mill, and I asked him if he remembered the *Highland Glen*. And he said, ‘Yes, very well,’ and then Capt. Soule continued to say, ‘I went into the Hastings Mill Store and I got a flag, and I put it on a piece of 2 x 4, and I stood it up on top of a lumber pile, and I dipped that flag to the English ship, and I did that because the others would not.’”

WILLIAM HAILSTONE OF BARRARD INLET.

Westgate,
Bridlington.
March 7—1936.

Dear Mabel:

Following up our correspondence of nearly a year ago, I went further into the matter of the Hailstone family with Mrs. Wilburne of Lansdowne Road and obtained a great deal more information. I hope I am not too late, but since then so much has happened and for months I have had nothing but trouble and I had no time for things like that. So I must ask you to forgive the long delay.

I am indebted to Mrs. Wilburne for the enclosed very interesting photograph of the 3 Vancouver pioneers of 1882 [*sic. 1862*], you will see Mr. Hailstone in the center: also for the enclosed cuttings of newspapers, the one "who owns the earth" is especially interesting, the 3 men in the photograph are all mentioned therein.

William Hailstone died in Newcastle on Tyne: Mrs. Hailstone, his wife, whose name was Kate Wilburne, is also dead. Of their two daughters, Dora died in Scarborough, the other one Maud is married and living in Norwood, London S.E. Her married name is Prescott. Mrs. Hailstone's sister Esther married a man named Arkle [*sic. Arkell*] in British Columbia.

This in addition to what I sent you before, is all the information I have been able to glean. I do hope it is not too late to be of some use to your brother in Vancouver. Hoping you are keeping well this terrible winter. With very kind regard.

Yours sincerely,

Walter L. Wentworth.

Mrs. Wilburne was Mrs. Hailstone's sister-in-law. Walter L. Wentworth of J. Wentworth and Sons.

MEMO OF CONVERSATION WITH CECIL F. COTTON, 2377 SOUTHWEST MARINE DRIVE, SON OF HON. F.L. CARTER-COTTON, OF NEWS-ADVERTISER, 10 MARCH 1933.

DEADMAN'S ISLAND. WILLIAM HAILSTONE. JOHN MORTON.

Mr. Cotton: "Hailstone told me himself that 'the government tried to "push off" Deadman's Island on them, but they would not take it.'

"Of course, at the same time, he admitted to me they had made a mistake."

J.S. Matthews.

CITY HALL IN THE TENT, 1886.

ALDERMAN L.A. HAMILTON.

Alderman L.A. Hamilton has stated somewhere, I think in Toronto newspapers—one of them—14 June 1936, in an interview on the occasion of the Golden Jubilee of incorporation of Vancouver, that it was he who got a paint brush and some black paint, and daubed the words "City Hall" on a board, and then had it nailed on the tent pole of the "City Hall," in tent, at the foot of Carrall Street, a day or so after the Great Fire of June 1886.

J.S. Matthews.

CITY HALL, THE FIRST CITY CREST.

The same newspapers record that L.A. Hamilton designed [the] first crest of the city.

THE NAME VANCOUVER.

Excerpt, *Vancouver Weekly Herald*, Friday, 2 April 1886.

On Saturday, after the news of the incorporation bill having passed its second reading under the name VANCOUVER was received, a general feeling of satisfaction was apparent. All the bunting that could be procured was hoisted, and the captain of the "Frank Carvill" (Mr. Champan) at present in the harbor, dressed ship. The "Robert Kerr" also put on a holiday appearance.