

Early Vancouver

Volume Five

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2011 Edition (Originally Published 1945)

Narrative of Pioneers of Vancouver, BC Collected During 1936-1945.

Supplemental to volumes one, two, three and four collected in 1931, 1932 and 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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195 feet on the high slope he asked me if I had ever seen any thing like it I told him no. he got hot and told me that I was the youngest forman on the road and that there was more than 7000 men on the job that railroaded in all parts of the world and it would loock funny if a kid like me was going to give pointers to all them old timers and he told me that if Underdonk knew that I was going to cut down my gang of men to experment he would take the job of my hand in five munits. but there was a magnet telling me to say to hell with the job I owened a 1/20 intres in the Central mine on Jack of Clubs Creek in Cariboo where I worked 100 feet under groung (in 1881) where I got as high as \$54.00 to the pan corse gold, but I told him that I would know in three days if my plan would work and that I would work 18 hours a day to get it going so we unlocked horns. he told me that Mr. Helmer subertend on the upper division told him that a plan that I worked there was used all over the line and that Colter the superintend before him lost his job by bucking me. So H.F. told me I dont want to buck you Jack and if you can get your plan to work in 3 days go to it and I will keep Underdonk from knowing what you are doing in three days, H.F. loded the cars in the tunel and he told me that he could lode 1000 cars in one hour. with half my gang on the dump we could not dump the cars as fast as one man could fill them. I maid \$1800.00 the first 23 days and had the cut out in four months with eight m 9/10 of the time. All the improvement on my plan is the name (glory hole) it is used all over the world since 1883 when Underdonk copyyed it topen the big Treadwell gold ledge in Alaska and made a 160000000 mine of the white elephant that all the mining engineers in the world give up as no good.

I hope your mining propision will turn out good, it is as safe as any these hard times. rember me to Jack I hope he is doing well. Mostly all our old acquaintance has dropped off. I am having good health and stepping on the heel of 78.

Dont forget to drop me a line

Yours truly

John McDougall.

EXPLANATORY NOTE.

John McDougall is "Chinese" McDougall of Vancouver, who was associated with the "Chinese riots" of February 1887, and the consequent suspension of the charter of the City of Vancouver.

McDougall, among other things, cleared the forest off most of the "West End" of Vancouver, 1886-1887; in 1884 he made the False Creek Road into the "New Road," now Kingsway; he claimed to have originated the "glory hole." He died, in penury, in a cabin at Quesnel, B.C., about 1 March 1933. Photo in City Archives N. Port. 103. George H. Keefer, now, 1935, of Cowichan and Cobble Hill, cleared the right of way for the C.P.R. from Port Moody to Granville (Vancouver), etc., etc.; was associated with Vancouver's first water system. (Don't confuse with Geo. A. Keefer.)

J.S. Matthews
City Archivist.

[LETTER FROM KEEFER AND MCGILLIVRAY, CONTRACTORS.]

Office of

Keefer & McGillivray

Contractors

Vancouver, B.C.
Sept. 27th 1888

TO WHOM IT MAY CONCERN

The bearer Richard Llewellyn has been in our employ for some time past and we have found him perfectly reliable in all he has undertaken for us.

We have had means of verifying his reports and have found them correct in every particular.

He is, as we believe, the first diver to make an examination of the bottom of the First Narrows of Burrard Inlet, and while in our employ has proved himself a capable and fearless diver, ever ready to go down when called upon; he even went down in the dark with only small boats to attend him when it was necessary to cut loose some barrels that were attached to the submerged water pipes, and the current was making pretty fast at the time, the depth of water at that point is 58 feet at low water, and the velocity of the water reaches 9 miles an hour.

We have no hesitation in recommending him as a careful, reliable and fearless diver.

[signed]

KEEFER & MCGILLIVRAY

CONTRACTORS

THE OUTBREAK OF WAR. 4 AUGUST 1914. 6TH REGIMENT D.C.O.R.

The command of the contingent from the 6th Regiment D.C.O.R. devolved upon Major W. Hart-McHarg, second in command of the 6th Regiment. In a subsequent conversation with Captain W.H. Forrest, paymaster of the 6th Regiment, and a close friend of Major McHarg's, he reports Major McHarg as saying to him, "I can't understand Hulme." (Lt. Col. Hulme commanded the regiment; McHarg was his second-in-command.) "Here he has got the chance of a lifetime; why doesn't he take it? But with me it is different. I have only a couple of years to live in any case." Major Hart-McHarg had for years suffered from indigestion, and once told me that about all he ate was "biscuits and milk." He was a man of five feet ten or eleven inches, but weighed 145 pounds only; his large head belied the fact that very slender legs supported a large frame. A conversation I once had with this remarkable personality is illuminating; it was concerning his more youthful days.

LIEUTENANT COLONEL MCHARG.

"I cannot fathom the young man of today," he said (about 1912.) "When I was in Winnipeg all I got was \$25 a month and lived on it" (he was a law student); "but today, a young man gets pretty much what he wants and spends it; I don't know how they manage it."

How did you live on \$25 a month? I queried.

"Well, I walked to the office, wore celluloid collars, and washed them; and as for going to a theatre, why, that was beyond my wildest dreams."

Captain John McMillan, quartermaster, both of the 7th Battalion C.E.F. and 6th Regiment D.C.O.R., told me that McHarg sat up all the night awaiting news of the outbreak of war, and was "bleary eyed" when, next morning, about 10 a.m., a few of the officers of the 6th Regiment D.C.O.R. met at the Drill Hall. There were present Colonel Hulme, Major Hart-McHarg, Captain Gardiner, adjutant, Captain McMillan, and others.

LIEUTENANT COLONEL H.D. HULME.

But, in relinquishing the command of the first troops to leave Vancouver, Colonel Hulme, commanding the Sixth, was actually self-sacrificing, and logical. Major McHarg had had war experience in South Africa as a sergeant; Colonel Hulme had no war service at all, and at that time, and to soldiers especially, war service was considered far more essential to command than later, when all manner of business men rose to high military station and rank. Major McHarg was without ties of business or family; he was unmarried; had a business partner of repute. Colonel Hulme was married and had three children approaching their 'teens, and his business affairs included trusteeships, etc., which he could not drop at a moment's notice without injury to others. To let Major McHarg take the first body of men to the front was proper to a logical mind. But it brought unkind thought, and some criticism from the less thoughtful.

Colonel Hulme afterwards commanded the 62nd Overseas Battalion, the third battalion to leave Vancouver.