

Early Vancouver

Volume Five

By: Major J.S. Matthews, V.D.

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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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Contact Information

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



MEMO OF CONVERSATION WITH MR. AND MRS. H.P. McCRANEY, 3350 CYPRESS STREET, WHITHER I HAD GONE TO VISIT MR. McCRANEY, WHO IS AN INVALID, ABLE TO BE OUT OF BED, SEATED IN A CHAIR PACKED WITH CUSHIONS, AS HE HAS BEEN FOR SEVERAL MONTHS, 15 MAY 1937.

He is now the only survivor of the first Board of Park Commissioners.

STANLEY PARK OPENING. LORD STANLEY.

Mr. McCraney said: "I don't recall Lord Stanley laying a cairn of stone or anything of that sort, and I was on the platform."

(The newspaper account says a cairn was laid, but I have never been able to find anyone who ever saw it. Mr. McCraney took the photos in feeble hands, turned them over and over; they interested him, but he was too feeble to talk more than a few words.)

LIQUORICE ROOT. FERNS.

Mrs. McCraney: "It makes my heart bleed to look at Stanley Park now; they are cutting it to pieces, and" (gesticulating with one arm) "this road they have cut to the First Narrows bridge, we don't need." (She shook her head—as many others have done, too.)

Mrs. McCraney was looking at photos of Stanley Park by Bailey Bros., about 1889. "Yes, they took those photos to show the moss on the trees; the moss was wonderful; it was everywhere, but—sadly—it's all gone now. The moss used to hang down in great festoons from the branches, and all along the ridge of the branches grew little ferns, scores and scores of them, in the damp moss of the branches. What did we call them? Liquorice, I think; yes, that's what we used to call them. Liquorice."

(Note: see George Cary, *Early Vancouver*, Vol. 3, and also Bailey Bros. photos.)

J.S. Matthews.

(See photos: C.V. P. St. 35, N. St. 32, G.N. 474 and C.V. P. St. 63, N. St. 8.)

[LETTER FROM JOHN McDUGALL TO GEORGE H. KEEFER.]

June 21, 1932.

Quesnel, B.C.

Mr. Gorge Keefer

Dear Sir

I am pleased to here from you. It is like geting one from home. My noneforgetful memory of the Keefers will always be a pleasure for me. I have had some wonderful experance with H.F. in 1883 we locked horns once after he give me the contract for the largest cut on the C.P.R. (110000 yards) he give me 5 and board and the others got 3 and 4 and pay 5.50 board, when I asked for the contract he sade yes Jack and I will give you better than I am geting for it he was too furnish 50 cars and all the strap iron free. 105000 was to go into a fill. The stell bridge was comming around cape horn and had to come over the fill to its foundation over the fraser river 3 miles east. Underdonk had then secured 100 miles east from Ashcroft. he and H.F. fighered that it take six months according to there old way to get the train through my cut so as to get the freight for the new 100 miles by train instade of wagons to Ashcroft. he told H.F. to rush my cut as swift as posable and have my gang of 31 men incresed to 100 to do the work in six months. the old way was to bench out on the sides with bracks on the cars and get a front wide enough to make room for 100 men to shovel into cars. I told H.F. that I would need only 3 cars instade of 50 and one tenth of the iron he loocked like if he was going to ask me if I was going bugs but instade asked what I ment I told him that I did not intend to shovel that 110000 yards (another case of bugs) I told that I was going to disgarge ½ my gang of men and get a strat face on the cut and run a timbered tunel under the cut and let the dirt fall in cars. That was 60 feet deep in the center and