

Early Vancouver

Volume Five

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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

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MEMORANDUM OF CONVERSATION IN THE CITY ARCHIVES, CITY HALL, WITH CAPT. FREDERICK WILLIAM PAMPHLET, 322 SIXTH STREET, NORTH VANCOUVER, FRIDAY, 6 MAY 1938.

JOHN DUNN, 1821.

Capt. Pamphlet said: "My grandfather, John Dunn" (see Lewis and Dryden, *Marine History of the Pacific Northwest*) "arrived at Fort Vancouver on the Columbia River in 1821 as an apprentice to the Hudson's Bay Company. Then he was transferred to the Hudson's Bay brig *Cadboro*, and remained on her until the *Beaver* arrived. Then he went to the different forts on the Pacific Coast, Fort Taku, Fort Simpson, Fort Tungas. He wrote the *History of Oregon*, and after he wrote that, the Hudson's Bay Company got rid of him. That book was published in 1844. Then he wandered around and finished up on the Sandwich Islands, where he died and is buried."

JOHN DUNN'S WIFE.

"John Dunn married a Russian girl in Sitka. I don't know her name. They went to live at different forts, and they had two daughters, one of which was my mother, Elizabeth Dunn, who was born, as far as we can make out, well, Father says she was born at Port Simpson, but Mother says at Fort Tungas, Alaska; it's close to the international boundary—about fifty miles away. Our records are not very complete, and beyond the fact that the other daughter died very young, we do not know where she died or when, but I have an idea it was at Fort McLoughlin, as Mother and Father were there quite a number of years, prior to 1844—sometime in the '30s. Mother was born about 1833 or 1834, because she remembered the first arrival of the *Beaver* at Fort Tungas, which was about 183?."

ELIZABETH DUNN MARRIES JOHN COTSFORD.

"My mother, Miss Elizabeth Dunn, was married to John Cotsford, Hudson's Bay trader, about 1848, I think at Fort McLoughlin, and they had two sons and two daughters." (About 1868, Mrs. Cotsford became Mrs. Pamphlet.)

1. The first was an infant who died very young. I do not even know the child's name.
2. The second child was Harriet. She was born at Fort Victoria in 1854, and she is now a widow, Mrs. Donald Mackay [*sic*] living on Eleventh Avenue West, near Hemlock Street, Vancouver, with her youngest daughter, Mrs. Gellyman [*sic*]. Her eldest daughter is Mrs. John Hart, wife of the Finance Minister in the Pattullo government.
3. The third child was John Cotsford, born in Victoria, 1856, and still resident in Victoria, but although married, he has no children.
4. The fourth child was William Thomas Cotsford, also born in Victoria, and in 1861. He died last March [1938 or 1937] leaving a widow and three sons and three daughters.

DEATH OF JOHN COTSFORD.

"John Cotsford died in 1865 in Victoria; that completes the Cotsfords."

CAPTAIN THOMAS HENRY PAMPHLET.

"My father was born at Barking, in Essex Co., I think, England, about 1835 or 1836, and served his apprenticeship at sea. He was in the merchant transport service during the Crimean war, and was in the Crimea at the time of the battle of Balaclava. After the war was over he returned to London, where my grandfather Pamphlet was in H.M. Customs. Father was slated for the customs service, too, but being under age, they would not accept him for another year, so he shipped on the chartered Hudson's Bay ship *Agnes Garling*" (sic) "for Vancouver Island, via Sandwich Islands. He arrived in Victoria in 1856.

"Then the first steamer he was on—he was transferred to it—was the Hudson's Bay steamer *Otter*, Capt. Lewis; first officer, John Swanson."

BAMFIELD.

"I cannot tell you all the different schooners or ships he was on, but I do know this. That he was on the *Otter* in Burrard Inlet in 1856, and that he left the *Otter* to form partnership with Bamfield the same year

that he reached B.C. He was young to form a partnership with anyone, but he was twenty-one years old, and in those days there were not many here with whom a partnership could be formed.

“Father remained on the *Otter* most of the year 1856, then Bamfield, after whom Bamfield cable station is named, formed a partnership, and they went trading with Indians on the west coast—there was nothing much else other than Indians to trade with—there were only two or three white men on the whole west coast—in a schooner, I think her name was *Iona*.” (Probably *Ino*. JSM.)

CAPT. BAMFIELD MURDERED, 1860S.

“Capt. Bamfield was murdered in the early 1860s on Barclay Sound by the Indians, but my father and he were not partners then. They remained the best of friends, but Father was captain in the schooner *McMurray*” (sic) “at the time.”

BURRARD INLET, 1856. S.S. OTTER.

“Going back again. He first sailed into Burrard Inlet on the *Otter* in 1856. I don’t know what they were doing here but the *Otter* poked around all over the coast.”

(Note by JSM: This is the earliest mention, as yet, of a vessel, other than Capt. Vancouver’s boats, entering Burrard Inlet.)

City Archivist Matthews: How do you know it was 1856, and that it was the *Otter*.

Capt. Pamphlet: “He was on the *Otter*; that was the only time he ever was on the *Otter*; it was the first year he arrived, 1856. He told me that himself.”

HUDSON’S BAY BRIG CADBORO. CARIBOO GOLD RUSH.

“Again, in 1859, my father chartered the Hudson’s Bay brig *Cadboro* to run to Fort Langley with passengers and freight in the gold rush. They had her a short time only because the ‘boom’ was falling to pieces, and also, they had a hard time getting up the river with sail only.”

1858. ROYAL CHARLIE.

“In 1858 he was running passengers on a schooner from Victoria to Langley; that was before he got the *Cadboro*. I think, after he gave up the *Cadboro*, he had the *Royal Charlie*; she had quite a history, both before and after, the Indians massacred, but see Lewis and Dryden’s book.”

MCMURRAY SCHOONER (SIC.)

“Then, after he gave up the *Royal Charlie*, he had the *McMurray*” (sic) “to cruise timber for Capt. Stamp’s Alberni mill. He remained with her until the steamer *Isabella* was built for Capt. Stamp’s mill on Burrard Inlet.”

CAPT. STAMP, ALBERNI. JERRY ROGERS.

“Father took Capt. Stamp down to Alberni about 1860 to look at the timber, and Jerry Rogers was the timber cruiser. There was another cruiser besides Jerry Rogers, but I forget his name.

“Stamp sent one cruiser up each side of the river to Sproat Lake, to cruise the timber. Jerry Rogers came back and reported that there was not enough timber to support a sawmill, and Stamp thought Rogers was trying to double cross him, so the expedition broke up in a row, and Rogers was fired on the spot by Stamp.”

OTTER, 1856. BROCKTON POINT.

“When my father was second mate on the *Otter* in 1856, when they were coming in the Narrows, and just before they got to Brockton Point, the engine broke down, and they had to anchor, and the anchors would not hold, and she dragged right out into English Bay, so the holding ground at Brockton Point was no good.”

STAMP’S MILL, BURRARD INLET.

“So later on in years, when Capt. Stamp came here about 1864 to pick out a site for the new mill, he cleared off land at Brockton Point.”

HASTINGS SAWMILL.

(Note: a map of the proposed Stamp's mill site and proposed road to it from about Second Narrows to about Bute Street, is attached to conveyance Thos. Spence to H.P.P. Crease, 8 September 1864. J.S.M.)

STANLEY PARK.

"Capt. Stamp was taking the whole of the peninsula, now Stanley Park, for the mill site and yards and other things. Capt. Stamp came up with Father on the schooner, the *McMurray's*" (sic) "about 1864, and as they were coming along through the Narrows, Stamp said to Father, 'Tom, that's my new mill site.' Stamp was going to have the log boom on the east side of the Point" (Brockton Point) "and the ships to load on the west side. Father said, 'Not by a damn sight; you cannot hold your ships; the holding is no good,' and then he told Capt. Stamp his experiences in the *Otter*, several years—1856—previously; the anchors not holding.

"So Stamp did not like to abandon the location, but said, 'Where the devil would *you* go?' and Father said, 'I'll see if I can locate something,' and so he took the schooner *McMurray's*" (sic) "boat, and a lead line, and sounded the whole south shore of the inlet up as far as the Second Narrows, and he selected the piece of shore where Stamp's Mill was afterwards built."

STEAMER ISABELLA.

"The *Isabella* was the first steamer built for Burrard Inlet work; built in Victoria; the engines and boilers were built in 1864; you can see that is correct for here in the Inspector of Vessels' own figures in his own book; this book really belongs to the government, but it also belongs to Westcott; here are the original figures; lots of the early steamers. The *Isabella* was launched in Victoria in 1865, two weeks after Father took her over as her master, and he remained with her until he joined the B.C. Pilotage service."

WHISKY. JUDGE BEGBIE. POOLEY.

"In Victoria, in 1858, it was a crown colony, and Westminster was a different colony, and of course there was rum wanted, and there was a hell of a difference between the price of rum in Westminster and in Victoria, so Father brought over a couple of kegs of rum with him on the schooner, and brought them ashore at Westminster in a small boat, and had them on the float, when a customs officer came along and seized them. Father shoved him into the river, and by the time he was out again, the two kegs had gone, and so was my 'old man.' Father went down to about where the old Royal City Planing Mills was afterwards and stayed with some friends in a tent for a couple of days, and then went back to the schooner.

"He was walking along, and who should he meet but Judge Begbie and Mr. Pooley, walking together, and Mr. Pooley winked or nodded at Judge Begbie, and Judge Begbie stopped Father and said, 'Isn't your name Pamphlet?' and Father said, 'Yes,' so Judge Begbie said, 'Oh, then, we'll try you right here.'

"It was a Sunday morning, so Begbie and Pooley and Pamphlet, all went into a bit of bare space in the bushes, and the trial started right there and then. Father told Judge Begbie some sort of long harrowing tale about the rum, but Judge Begbie said, 'You cannot spin that yarn; you're fined fifty dollars,' and the case was all over.

"That was one of the first cases Judge Begbie had after he came."

CAPT. THOMAS H. PAMPHLET.

"Sometime about 1868, Mother married Capt." (Master Mariner) "Thomas Harrigan" (sic) "Pamphlet at Victoria. The Rev. Mr. Cridge, he was not bishop then, married them. At that time Father was a B.C. pilot with headquarters at Victoria, and lived, I think, on Menzies Street; anyway, over James Bay; the place was not surveyed then; I don't think the streets were even named at that time.

1. The first child was Kate Elizabeth, born James Bay, about the latter end of the 1860s; she never married.
2. Then the next was Thomas Henry (Harry) who was born in the same house in 18—, and died in Victoria; he never married.

FREDERICK WILLIAM PAMPHLET. MARY HARRIS.

“The third child, that’s me, was born in Victoria, in the same house, 30th August 1871, and I married Miss Mary Harris, daughter of” [blank] “Harris, not in a church, but by the Rev.” [blank]; “he was a Methodist minister. Our children are three sons and one daughter.

1. The eldest is Alford Clayton Pamphlet.
2. The second was John Piercy Pamphlet.
3. The third Frederick William Pamphlet.
4. The fourth and last is Olive.

“None of them are married. Mrs. Pamphlet and I now live at 322 Sixth Avenue West, North Vancouver, and our children live with us. Father died in Victoria about twenty years ago.”

MEMORANDUM OF CONVERSATION AT CITY ARCHIVES, CITY HALL, VANCOUVER, 15 OCTOBER 1935, WITH REV. P.C. PARKER, RETIRED BAPTIST MINISTER, AGED 80, OF GIBSON’S LANDING, B.C.

Introductory: Mr. Parker was one of the witnesses to John Morton’s will, is named as a trustee of some of its bequests, and, despite his years, is very active, wears glasses for reading only, and his memory is very clear. His wife of fifty years died this year; he has grandchildren in Vancouver. He lives alone in his home at Gibson’s Landing.

JOHN MORTON.

Mr. Parker said: “The way I became interested in the Mortons was that soon after my ordination in November 1879, I preached in the old Baptist Church at Salendine Nook, near Huddersfield, England. This church was the home church of John Morton. I came to Canada from England in 1883, was in Toronto for fourteen years, and early in December 1907, came to Vancouver, and was—temporarily for about seven months—minister at the First Baptist Church here on Hamilton Street. Afterwards I was at the Fairview Baptist Church.”

MORTON’S ARRIVAL AT BURRARD INLET.

“The way I recall that John Morton came to Burrard Inlet on a certain date is that he told me that he arrived in British Columbia on the 16th April 1862, having come up the Pacific coast, and that he arrived on Burrard Inlet on the 16th October 1862; both dates were the 16th, that impressed itself on my memory. After arrival at Victoria he took the first boat across to the Fraser River and up the Cariboo. I don’t know what happened much, but one story which he told me himself was that, whilst at Quesnel or some place near there, he was sitting down one morning getting his breakfast at a restaurant, when a man came in and called out, ‘Had anybody got any horse shoe nails?’; there was a sick man somewhere, and the doctor had been called to go on a long ride to the man, and the blacksmith was without horse shoe nails to shoe the doctor’s horse. Mr. Morton—he told me himself—replied that he had some, and he went and got twenty-two, and received one dollar each for them. It is just an incident, but it illustrates how careful Morton was. Morton was, like scores of others, disappointed in his search for gold, and returned to the lower mainland.”