

## Early Vancouver

### Volume Six

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

2011 Edition (Originally Published 1945)

*Narrative of Pioneers of Vancouver, BC Collected During 1940-1945.*

*Supplemental to volumes one, two, three, four and five collected in 1931, 1932, 1934, 1939 and 1944.*

### 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.

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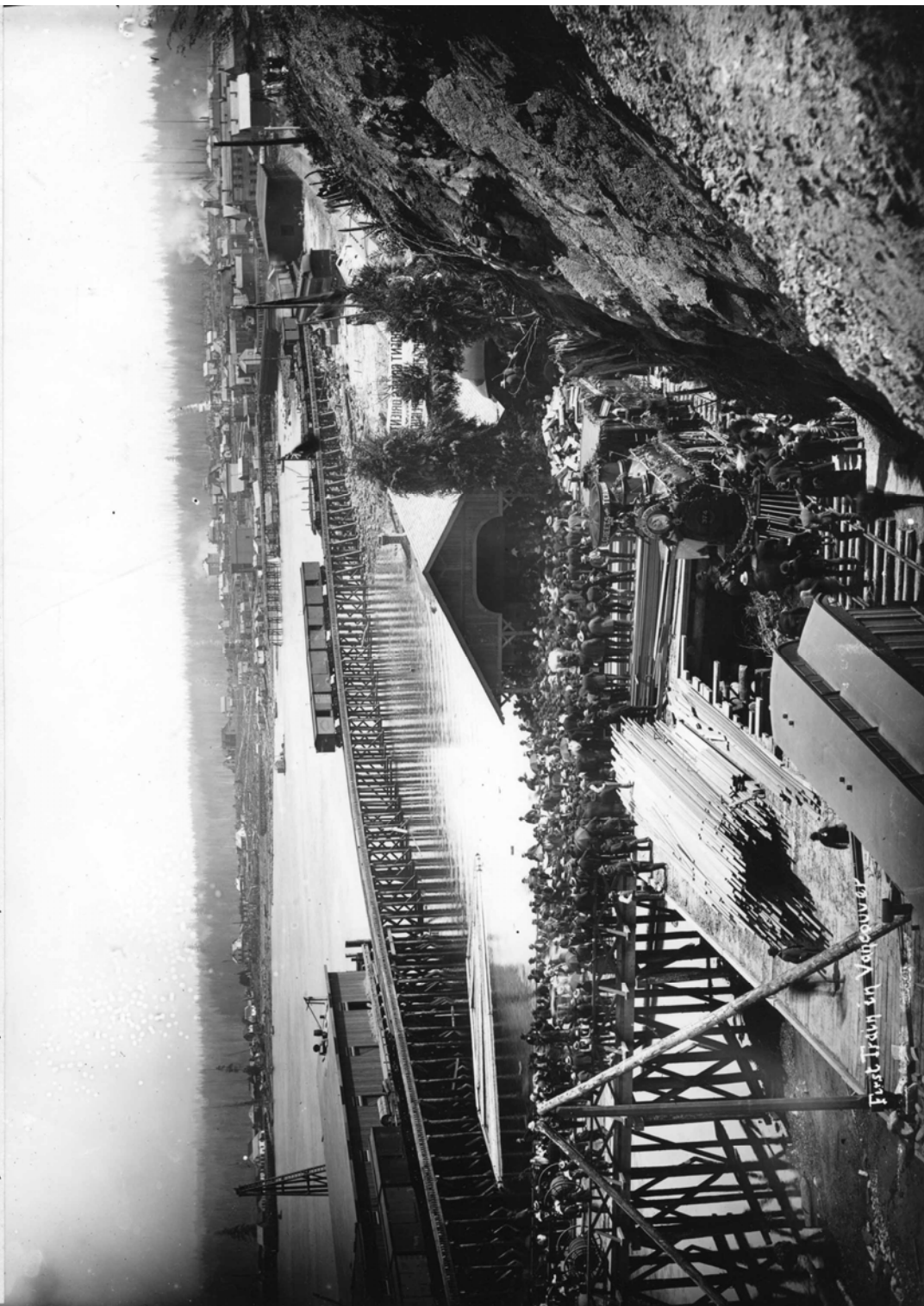
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Canadian Pacific Railway Vancouver 23<sup>rd</sup> May 1887. Arrival of first transcontinental passenger train at foot of Howe St. Locomotive No 374, wood burner, cordwood, in two feet lengths. Engineer: —Peter Fowler; Conductor: Peter Fowler; Firemen: Peter Fowler, James Fowler, John Fowler. Locomotive No 374, wood burner, cordwood, in two feet lengths. Engineer: —Peter Fowler; Conductor: Peter Fowler; Firemen: Peter Fowler, James Fowler, John Fowler. Locomotive No 374, wood burner, cordwood, in two feet lengths. Engineer: —Peter Fowler; Conductor: Peter Fowler; Firemen: Peter Fowler, James Fowler, John Fowler.



Item # EarlyVan\_v6\_040

[photo annotation:]

First train in Vancouver.

Canadian Pacific Railway. Vancouver, 23<sup>rd</sup> May 1887. Arrival of first transcontinental passenger train at foot of Howe St. Locomotive No. 374, wood burner, cordwood, in two feet lengths. Engineer: —Peter

Righter; Conductor: —Peter Barnhardt. Welcomed by H. Abbott, General Superintendent, C.P.R., and His Worship M.A. MacLean, first Mayor of Vancouver; the band and volunteer fire brigade. Locomotive, 57 feet long, cut blue ribbon as she passed through arch of greenery. Observe that railway ties are not ballasted. Planked approach with gin pole on left leads down to scows bringing lumber for planked streets from sawmills. Bridge is at exact foot of Howe St. Roadway up to Cordova St passes between station building and cliff, but does not show distinctly. Observe big stump of tree clinging to cliff, an indication of the steepness of “The Bluff,” and the consequent deep water for big ships, which was the reason for locating the precise terminus at this particular place. Observe the shallowness of the shore beyond. The top of pile driver on left is about Granville St produced. The big dark shed on right is “Local Freight Shed,” and above it can be seen hose tower of Fire Hall on corner of Water & Carrall St. The City Hall, on Powell St appears as a large white building above left pillar of arch. The large dark building to left of City Hall is Keefer’s Hall on Alexander St. To the left again are the railway trestle bridges and on extreme left, the white store and white cookhouse at Hastings Sawmill. The forest edge is along Campbell Ave, and on south to False Creek. The Presbyterian Church is behind Fire Hall tower. St. James’ church is behind City Hall. A tiny tall building, on top of hill, over end of small wharf is “The School” on Powell St. The Volunteer Fire Brigade have two hose reels. The arrival of first trans-Canada passenger train was re-enacted with much ceremony, on the same ground, 22 Aug. 1945, and Locomotive 374 presented by the Canadian Pacific Railway to the Citizens of Vancouver to be placed in a park. From original glass negative, No. 460.

City Archives. J.S. Matthews

**MEMO OF CONVERSATION WITH MRS. DONALD ROBERT SMITH (NÉE MINNIE McCORD, BORN COAL HARBOUR, 1 OCTOBER 1877), 914 PENDER STREET WEST (SEY. 53930), AT CITY ARCHIVES, 8 FEBRUARY 1937.**

**ARRIVAL FIRST TRAIN VANCOUVER, 23 MAY 1887.**

Mrs. Smith said: “My half-sister and I went down to see the train come in; we were just grown up girls. They had a great big arch at the foot of Granville Street” (erected by the C.P.R.); “evergreens” (see photo in album of arches, or well-known photo of arrival of train) “and I said to my sister, ‘Let’s get beside this big arch; we’ll be safe here; they won’t knock that down; we’ll be safe here in case the engine goes off the train, and they won’t run over us.’ To recall it now, it’s too funny for anything, but then, well, we had seen lots of work trains, but it was the first passenger train we had seen, and we hardly knew what to expect.

“So we got under the big evergreen arch, and peeped through the evergreens at the train coming in.”

**EARLY CEMETERIES AT BROCKTON POINT. HALLELUJAH POINT.**

“My sister, Maud” (McCord) “is buried at Brockton Point; I can just remember her funeral. I was then about four years old, so it must have been 1881. Father put a little picket fence around her grave, and he made a little head board, with a round” (half circle) “top; it was painted white, and must have had my sister’s name on it because I remember one day when I was at school down at the Hastings Sawmill school, a girl said to me, ‘I see your name’” (McCord) “on a grave board in Stanley Park.”

**PETER PLANT’S BOY.**

“There are quite a few buried at Brockton Point, quite a few; Peter Plant’s little boy—not girl, little boy—is buried there. My father made the little coffin. We used to go over there in a boat, and put flowers on the graves; it was quite a climb up the bank from the beach, because I remember thinking, ‘What a funny place to put a graveyard, so high up, and all trees.’” (Note: actually childish imagination because the bank there cannot be more than 10 or 15 feet high.) “Mother and Mrs. Plant went over there the day of the big fire” (13 June 1886) “to put flowers on the graves; then we came back to look at the town which had all been burned up. There were quite a few buried on Deadman’s Island, too.”

**DEADMAN’S ISLAND. CUMMINGS OF STANLEY.**

“Cummings’ people are living in Stanley Park yet, in the little cottage where you short cut from Coal Harbour to the Narrows, near Brockton Point, after you pass the entrance to the athletic grounds. Cummings was Scotch, with long whiskers down to his middle; he married an Indian woman from Cape Flattery” (no; from Bella Coola); “they had three girls and a boy.”

**DAVID CALLAO.**

“There was a man who worked down at the Hastings Sawmill; we didn’t know his name, but we knew he came from Callao, Peru, and he had a little son who went to the Hastings Sawmill school, so we just called him Dave Callao, and that might be his name yet.”

**KANAKAS.**

“There was a Kanaka, a Hawaiian, who worked at the Hastings Mill; his name was Keamo; don’t know how you spell it, but it was pronounced Kee-am-oh. Well, I guess they couldn’t pronounce his name properly, or couldn’t spell it if they could, so one day they said, just offhand and as though they were irritated, to him, ‘Oh, we’ll just call you Campbell.’ He married a half-breed; one of the boys lives near Clinton Hall out Hastings Street East, about Clinton Drive, just before you come to Garden Drive; the family are all Campbells now. Of course, they show their colour.”

“Approved, after being read to me, 2 April 1937.

“Mrs. R.D. Smith.”

**HALLELUJAH POINT.**

914 Pender Street West  
Vancouver, B.C.  
9<sup>th</sup> February 1937

The Board of Park Commissioners  
Stanley Park,  
Vancouver, B.C.

Sir:

May I call your attention to the old graveyard at Brockton Point, now obliterated.

Years ago, when I was a little girl, my sister died, and I afterwards saw her lowered into the ground in that little graveyard. My father made a small head-board, round at the top, painted white, and put a little picket fence around the grave, and others were nearby; we used to go sometimes and place flowers upon them. Many of the pioneers of Burrard Inlet are buried there. It was in 1881 my sister died.

For those whose loved ones are buried there the spot is as hallowed as any graveyard elsewhere is to others; it is the last resting place of the pioneers of Burrard Inlet to quite a number.

Would it not be possible to enclose the small area with a fence, and erect a granite obelisk to mark the spot, and have an inscription stating why it is so enclosed and marked.

Yours faithfully

Mrs. R.D. Smith

*[née Minnie McCord]*