

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 125th anniversary of the City's founding. The project was made possible by funding from the Vancouver Historical Society.

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MEMO OF CONVERSATION WITH WILLIAM HENRY EVANS, 866 WEST 15TH AVENUE, VANCOUVER, WHO VERY KINDLY CALLED AT THE CITY ARCHIVES THIS AFTERNOON, 4 AUGUST 1941, TO TALK OF THE HUDSON'S BAY STEAMER *BEAVER*.

HUDSON BAY COMPANY'S S.S. *BEAVER*. WALKING BEAM. THE INDIAN NAHANE.

Mr. Evans: "That was a very pleasant ceremony of unveiling the old walking beam at Prospect Point the other Saturday afternoon" (26 July 1941); "very good speeches, fine weather, good luncheon at the Pavilion, and Rowe Holland made a marvellous chairman; it was funny when Mr. Holland introduced Nahanee as a Chinaman, but Nahanee was good on the radio; said he was on the *Beaver* for one day, just one day, passing coal."

Major Matthews: What are you doing up here at this time of the day?

Mr. Evans: "I had to come up town from the old Horse Show Building; it's the Stanley Park Armouries. The colonel said it was all right; he winked." (Mr. Evans is watchman or caretaker there.)

***BEAVER'S* ENGINES.**

"You see, the engines of the old *Beaver* worked like this. First she had one boiler, it was astern of the engines, and longways across ship, and coal was further astern, and on both port and starboard of the boiler, coal was everywhere we could get it. Then, towards the bow, were the two upright cylinders; about eighteen inches diameter; I don't know what her piston stroke was, and the cylinders were bolted to the engine bed. On both sides of the cylinder were upright iron posts, or guides, and the piston rod was fastened with a nut on the top end, to a cross arm on the ends of which was the slides. So then when the piston went up and down the slides slid up and down the guides; is that clear; so far so good.

"On the outside of the posts, and fastened to the cross arm were two connecting rods, one on each side, and outside the posts. So when the piston went up and down the guides went up and down, and outside the posts, the one end of the connecting rod went up and down. The other end of the connecting rods were fastened to the one end of the walking beam.

"The walking beam—there were four of them, two on each engine—oscillated on a trunnion in their centre, so that when the piston went up, the slides went up, and the connecting rod" (one end) "went up, and the other end pulled up the walking beam, and the other end went down.

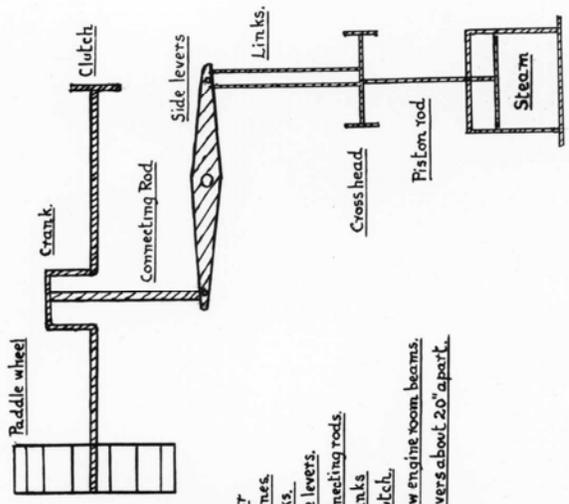
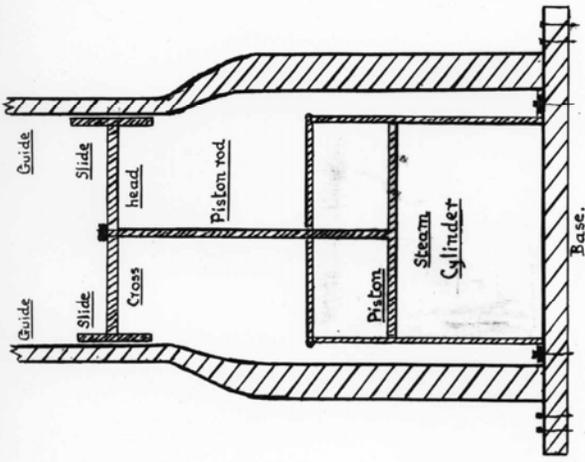
"On the other end of the walking beam were two more rods of the same kind, and these two connecting rods were fastened at the other ends to the cranks on the main shaft which revolved the paddles. There were only two cranks on the main shaft, and two walking beams connected by connecting rods to each crank; the idea of two connecting rods was to keep things in line; otherwise, the whole machinery, piston and all, would have been wobbling.

"The mainshaft was in two pieces, connected between the engines with a clutch, so that one engine could go ahead and the other astern.

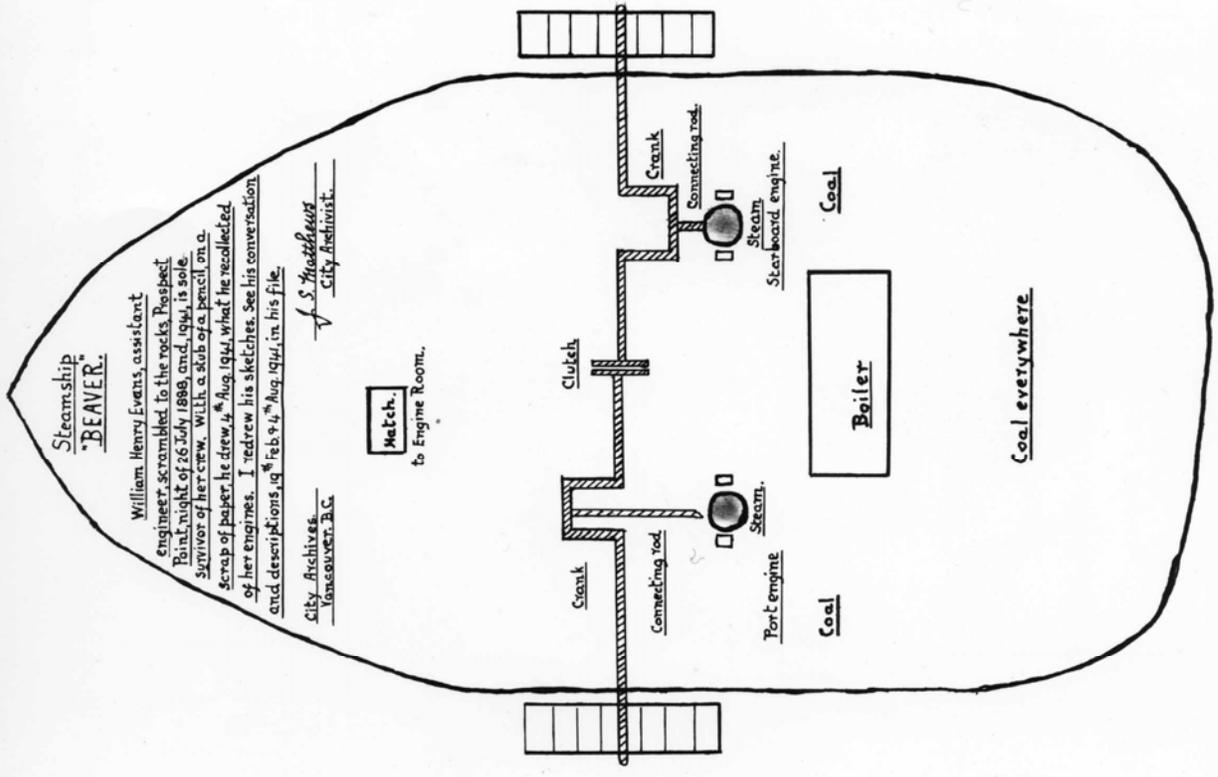
"The two walking beams on each engine were only about twenty inches apart; they had to be, or you could not have got the connecting rods into the crank.

"I have forgotten to tell you about the hatchway to the engine room; it was forward of the engine—as the boiler was astern. You went down the hatchway, and then you ducked your head; if you didn't, the beams above would knock your head off; I mean the wooden supports to the deck.

"Get it clear. There was one boiler, two cylinders, two cranks, and four walking beams."



- One boiler
- Two engines
- Four links
- Four side levers
- Two connecting rods
- Two cranks
- One clutch
- Very low engine room beams
- Side levers about 20" apart



**Steamship
"BEAVER."**

William Henry Evans, assistant engineer, scrambled to the rocks, Prospect Point, night of 26 July 1888, and, 1941, is sole survivor of her crew. With a stub of a pencil on a scrap of paper, he drew, 4th Aug. 1941, what he recollected of her engines. I redrew his sketches. See his conversation and descriptions, 19th Feb. 94, 7th Aug. 1941, in his file.

City Archives
Vancouver, B.C.
S. Matthews
City Architect.

Match.
to Engine Room.

Item # EarlyVan_v6_010