

Early Vancouver

Volume Seven

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Narrative of Pioneers of Vancouver, BC Collected between 1931-1956.

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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CONVERSATION WITH M.S. LOGAN, ESQ., PIONEER, MOODYVILLE, MAY, 1875, NOW OF 615 WEST PENDER STREET (CROWN BUILDING), WHO KINDLY CALLED AT THE CITY ARCHIVES THIS AFTERNOON, 21 SEPTEMBER 1949.

M.S. LOGAN, 83 YEARS. BIRTH CERTIFICATES.

Mr. Logan: "I'll tell you a secret, I'm 83 years old today." Then he took out his pipe and started to smoke. "I was born in our farmhouse, near Morrisburg, Ontario, on the 21st September 1866. There were no maternity homes in those days, and they didn't bother to register my birth. Years ago I had to get a birth certificate for life insurance purposes. I wrote to the church. I wrote to the government in Toronto. I wrote to four or five places where I thought there may be some record and got no satisfactory reply whatever. They had no information at all. Fortunately my father was still alive and they accepted his affidavit."

MARRIAGE LICENSES.

"You know, in those days, I was running a store. I had the appointment to issue marriage licenses. I had a large dry goods store—did a big business there for ten years and made good money. That would be about 1890. Well, anyhow, a man would come in—just come into the store and up to the counter—and say he wanted a marriage license. I had a big sheet of questions which he had to answer and then he would sign it. If I thought he was honest I would make out a license for him and he would go away happy. I would charge him two dollars and a half, and I never had to make any return at all to the Government of what I had done. An old widower came in one time who was going to marry a young widow. He came in regularly once a week for two months wanting to know if I would not take less than two dollars and a half. I think, before he got through, I gave him the license for nothing to get rid of him."

PARK ROAD, STANLEY PARK. SEA WALL, STANLEY PARK. FIRST NARROWS.

"About the First Narrows sea wall along the Stanley Park shore, especially near Lumberman's Arch, the question might be asked, 'Why was sand not pumped on the beaches to provide bathing accommodation?' The answer is that the eddies caused by the waters of the First Narrows and the wash of steamships passing, rapidly increasing as the port developed—such beaches of sand would not last for a year before they would have to be renewed. I am not sure whether the sea wall had been mentioned before my time or not. I was park commissioner, first in 1916, afterwards in 1917, 1918 and 1919. It was then a live question as to what was to be done to prevent the erosion caused by the eddies of the tide rip in the Narrows and the swash of the fast steamships. The C.P.R. *Princess Patricia* was the worst offender of all. She threw a real wave when she came in under full steam. She was a fast ship—could go about 22 knots. The erosion was such—caused by the wash and eddies as I have said—that it was washing nearer and nearer to the road about the park, and in a year or two would have reached it, and destroyed the actual road itself."

S.S. PRINCESS PATRICIA.

"Well, whether or not a sea wall was suggested before my day is immaterial. What we did was something to meet a situation which was getting serious. Park Commissioner Owen was on the Board before me; he was on one year with me. Afterwards he was alderman and still later, Mayor. I know that during one of his visits to Ottawa on civic business, he approached the Dominion Government for some assistance towards getting the sea wall, and in this he was assisted by one of the local members of parliament. The outcome of it all was that the Dominion Government granted eight thousand dollars each year for years. The Parks Board Secretary could tell the exact number of years. We started before we got the actual money because of the urgency of the situation. The first part of the sea wall was started somewhere near Lumberman's Arch. It was afterwards extended east and west until it now reaches from the lighthouse at Brockton Point to the lighthouse at Prospect Point."

PROSPECT POINT AND ENGLISH BAY SEA WALL.

"Now, here is where I come in. The sea wall in the First Narrows gave me an idea, and I pounded it at every board meeting until it almost became 'Logan's Hobby.' My idea was to have the sea wall and walk extended on the English Bay side of the Park as well as the First Narrows side, and to carry it from the English Bay Beach at about Gilford Street, right around the Park as far as Prospect Point, where it would enter a tunnel bored underneath the cliff and allow pedestrians to pass under the high bluff, and continue their stroll around the sea wall path as far as they wished—all the way to Brockton Point and west again

to Coal Harbour and the Causeway. That would give a sea wall walk about seven miles long right around the park shore beside the sea and under the overhanging green trees, with the added thrill of passing through a tunnel under Prospect Point. There would be nothing like it in the world. If any pedestrian got tired and did not want to complete seven miles, he could stop, walk up the steps to the Park Driveway and take the bus back."

Major Matthews: Do you know the Board is talking about your idea, and even hope to give effect to it? How high and how wide and how long do you think the tunnel should be, Mr. Logan?

Mr. Logan: "Oh, that is a matter for engineers, but if it were a foot higher than a mining tunnel, which is seven feet, and wide enough for two persons to pass two persons, that is eight by eight—that would be enough, and I don't think the tunnel would be more than 150 feet long. I have another idea. There are a lot of hardrock miners in Vancouver and men interested in mining. If the right men were approached they would take a pleasure—it would give them a little excitement—to put that tunnel through as a friendly gesture to the public. I would not suggest this."

Major Matthews: How about calling it after you? The name "Logan" would rhyme very well with sea walk.

Mr. Logan: "Modesty forbids me to answer your question."

Approved by Mr. Logan, 8 September 1949.

J.S.M.

LOST LAGOON.

THE NAMING—WHEN AND BY WHOM.

Short answer: Apparently, in the summer of 1910, or possibly 1911, by Miss Pauline Johnson.

The Vancouver city directories for 1906, 1907, 1908 and 1909 do not show the name of Miss Johnson, nor the apartment house where she subsequently lived. In 1909 the apartment house, 1117 Howe Street, appears as a new structure, and suite 2, where Miss Johnson subsequently lived, is occupied by Mr. Tolson, a grocer.

DIRECTORY.

1910 page	398	Apartment House, 1117 Howe street
		(2) Johnson. Miss Pauline.
	842	Johnson. Miss Pauline. lives (2) 1117 Howe St.
1911 page	344	Same as 1910
	800	Same as 1910
1912 page	433	1117 Howe St., Apartment House. (2) Johnson. Miss Pauline.
	---	not listed individually.
1913 page	454	1117 Howe St., Apartment House
June	962	Not listed—she had died.

THE PROVINCE.

Obituary, March 7th, 1913.

Later, trips to England were made in 1906 and 1907 ... about three years ago she took up residence in Vancouver, and contributed a series of "Legends of Vancouver to *The Province* ... Not long after she came to Vancouver her health broke down ... for more than two years she was an invalid ... ever since Sept. 1911 she was slowly dying.