

**Early Vancouver**

**Volume Seven**

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

**2011 Edition (Originally Published 1956)**

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

**About the 2011 Edition**

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## **INVERCRAIG, HOOD POINT, BOWEN ISLAND.**

Compiled from  
*Street and place names, Vancouver and Vicinity*  
Matthews

A brief report compiled for  
Captain W.J. Twiss, Cates Bay,  
Hood Point, Bowen Island.  
1948

City Archives,  
City Hall  
Vancouver  
1948

### **INVERCRAIG, HOOD POINT, BOWEN ISLAND.**

From "Indian Villages and Landmarks," Burrard Inlet and Howe Sound, Matthews, *Early Vancouver*, Vol. 3:

#### **KWUMCH-NAM.**

Authority: August Jack Khahtsahlano.

"Kwumch-nam, that's Hood Point; a bald lump, no trees, which at high tide is an island; at low tide connected to Bowen Island. Kwumch-name means 'a noise'—as when stamping the heel; it's the waves at Hood Point which does that."

#### **QWHEL-HOOM.**

Authority: August Jack Khahtsahlano.

"Qwhel-hoom? That's Deep Cove." (Actually both Deep Cove and Snug Cove.) "It means 'calm.' It's a bay. It's always calms there—no wind."

#### **INVERCRAIG.**

Authority: Capt. Cates, North Vancouver, 22 August 1939.

"Invercraig? Where's Invercraig? Why that's the bay below Hood Point, Bowen Island. My uncle John" (Cates) "used to own that place. How long has it been called Invercraig? Well, for twenty-five years that I know of, anyway. Don't know why it got that name."

Authority: Capt. John Cates (junior), 28 August 1939.

"I have been trying to remember, and now recall that there used to be a big sign board on the hotel, 'INVERCRAIG'—or one of the buildings."

Major Matthews: Was that the name of the hotel; I thought they called it the "Howe Sound Hotel"?

Capt. Cates: "They might have, but the painted name on the big board was 'INVERCRAIG.'"

Authority: Miss M.I. Keith, 1400 Beach Avenue, daughter of J.C. Keith, Esq., first manager of the first bank in Vancouver, the Bank of British Columbia; 31 August 1939.

Miss Keith: "It was an hotel. Father and Mother both owned Hood Point. Originally it was bought from the two young Simpsons, and then—I don't know exactly how it was—but Mr. Newland wanted to put up an hotel, and the hotel was built, and I don't know how, but the hotel came back on Father's hands, and then we used it as a summer home, and we called it 'Invercraig' because it was 'between the rocks.' We had a little gas boat which we named the *Invercraig*. She was forty-five feet long and is still running—somewhere up north—and on commercial work."

### **INVERCRAIG.**

Supplemental to Miss Keith's remarks:

I (J.S. Matthews) explained to Miss Keith how Capt. Cates, senior, had rescued Mr., Mrs. and Miss Maggie Mannion, of Deep Cove, Bowen Island, from drowning when their boat, or yacht, capsized off Navy Jack's Point, just outside the First Narrows, West Vancouver, and that when Mr. Joseph Mannion sold his estate at Deep Cove, (now Union Steamship Co.'s resort) he would sell to none other than his rescuer, Capt. Cates. In consequence, Capt. Cates was, for a time, interested in two localities. Then he established the "Terminal Farm" at Deep Cove and Snug Cove, and Hood Point ceased as a pioneer tourist hotel and resort. Deep and Snug coves took its place.

### **DISTRICT LOT 823. JOHN AND WILLIAM SIMPSON.**

Conversation with Mrs. Raley, née Simpson, sister-in-law of the Rev. G.H. Raley, D.D., pioneer Indian missionary, in 1948 living on Olympic Street, Vancouver, 5 September 1939.

Mrs. Raley: "John and William Simpson were my brothers." (See Simpson docket.) "William moved to Gambier Island in 1888. My sister married Chief Architect David Ewart, Public Works, Ottawa. John and William camped on the corner of Gore Avenue and Hastings Street before 'The Fire' of 13<sup>th</sup> June 1886. John was appointed Justice of the Peace at Kootenay, 6<sup>th</sup> July 1907; served as Chief Constable at Greenwood, Princeton, Allenby, Poplar Creek, *Kaslo*, and Burnaby Lake. It was Dr. Aylwin who was living with Jack at Hood Point. John was a Royal Arch freemason.

"John and William ran from the camp at Gore and Hastings Street, carrying mattress and baggage. The fire was approaching. One of them had the mattress over his head and the other, following behind, noticed that a spark had settled on it and it was on fire."

Directory, published March 1885: "John Simpson, logger, Moodyville."

### **CAPTAIN BRIDGMAN'S CUT-OFF.**

Capt. Bridgman was a pilot at the Pilotage, Skunk Cove, now Caulfields, appointed 1901; died 1904; father of E.H. Bridgman, of North Vancouver, and afterwards Deputy Minister of Municipal Affairs, Victoria. There is a Bridgman Point, West Vancouver.

Captain Bridgman's Cut-off, so-called jocularly, is a passage (dry at low water) between Hood Point and Bowen Island. One night, Capt. Bridgman, senior, in command of the tug *Mamie*, whilst proceeding towards Vancouver, saw the Point Atkinson Light shining, made course towards it, and ran ashore on the low land, covered with water at high tide, between the mainland of Bowen Island and the small Finisterre Island adjoined to it at low water. The good captain's contemporaries promptly dubbed it his "Cut-off," and he "never heard the last of it."

### **"STRAITS OF MAGELLAN."**

Just an old nickname for the passage, passable at high tide only, between the little island and Bowen Island. Very boisterous place in winter; strong tides, and strong "Squamish" winds.

### **CATES BAY.**

Excerpt: "The Log of Spratt's Ark," Capt. Cates, master, 1891 (May 17<sup>th</sup>). "17<sup>th</sup>. Sunday. I came back from my ranch on How Sound." (Note by JSM: Capt. Cates did not spell well.)

Excerpt, letter, Department of Lands, Survey Branch, Victoria, 8 September 1939, their file 34275-S, "... enclosing plan D.L. 823 and Cates Cove. We find that Cates Bay is noted on the Land Registry plan of Bowen Island, 18-T.182 in this office ..." etc. "The recommendation, namely CATES BAY was accepted, minutes, Geographic Board of Canada, Ottawa, Dec. 7<sup>th</sup>, 1937, page 10, and will appear on published Vancouver North sheet."

### **POCA BAY.**

Conversation, W.A. Grafton, pioneer (see his docket), 15 September 1942.

Mr. Grafton: "The Japanese built a schooner there. There was quite a lot of Japs building the schooner. They whip-sawed their lumber. When the Japs first came they whip-sawed their lumber, oars and everything. The schooner was built in what, in the plan of Hood Point Estate, is shown as Poca Bay, a little bay near 'Capt. Bridgman's Cut-off'; just north of those two rocks where the ferry from Horseshoe Bay lands, north end of the beach at Cates Bay."

### **HOOD POINT HOTEL.**

Conversation with Mr. Grafton (see above), continued:

"Arthur Newland was probably the cause of the building of the hotel. The property belonged to J.C. Keith, and the hotel was built beside Simpson's old home in pretty near the centre of the bay. It was of sawn lumber, not logs, taken there on a scow beached in front of the hotel being constructed. The hotel stood in the middle of a three- or four-acre clearing, on a gradual slope, with a small slightly sloping lawn in front. The hotel was small, two-storey, and would not accommodate many—had a small bar and dining room, and it was run by Newland and his wife, and once in a while a man to do the chores. And the people who went up there in their yachts, such as B.T. Rogers, president of the B.C. Sugar Refinery, in his yacht *Mou Ping*, slept on their yachts. They went to the hotel for a drink—nothing else."

Note: the original "Howe Sound Hotel" register of guest was presented to the City Archives by W.J. Barrett-Lennard, Esq., and contains many signatures of the eminent of early Vancouver.

### **INVERCRAIG.**

In 1914, J.C. Keith, previously mentioned, of Scottish descent, owned Hood Point. One authority states that "Invercraig" stood 100 to 200 feet from "Capt. Bridgman's Cut-off," but this statement would appear to have been a slip, and that 100 to 200 yards is meant.

### **CATES COVE.**

A map, published in 1928 by the Hood Point Estate, shows the little island as Finisterre Island, and the south side of the bay as Cates Cove. All the little bays, etc., are named. It is a beautifully printed little map, captioned "PLAN OF DEVELOPMENT OF HOOD POINT ESTATE, BOWEN ISLAND, 1928" and is signed "J. Alexander Walker & Associates, Civil, Town Planning and Landscape Engineers, London Building, 626 West Pender St. Vancouver." Not all of District Lot 823 is surveyed into lots and blocks. The geographical features named are:

- Smugglers' Cove,
- Montevista Bay,
- Cates' Cove,
- Columbine Cove,
- Poca Bay,
- Finisterre Island,
- Enchanta Bay,
- Safety Bay.

A golf links is planned, and a circle named Eyriemont Circle. The roads or trails are named Bowena Wynd, Lea Way Wynd, Lionhurst Way, Quay Way and Island Highroad. The second and third circles are

Eaglemont Circle and Buena Vista Circle. One wharf, and (provision for) five floats are shown. An original in City Archives.

### **CATES BAY.**

Photograph, C.V. Out. N. 94, P. 218. The inscription:

Cates Bay, Hood Point, and Union S.S. "Comox," 1892, 1893, Indian named "Kwumch-num," i.e., noise as when stamping heel (beating of waves). John Simpson preempted D.L. 823, 112 acres, 30 Sept. 1886, crown grant 24 Jan. 1890; he was a Moodyville logger. J.C. Keith purchased, then "Howe Sound Hotel" erected, garden, no dock. Arthur Newland, proprietor, pioneer fashionable summer resort. Mayor Fred Cope of Vancouver standing on beach. Keith converted into summer home, named it "Invercraig," i.e., "between the rocks." Keith disposed of land to Capt. Cates, but on acquiring "Terminal Farm," Snug Cove, the latter became the popular resort, and Hood Point withered. Pioneer sobriquet for pass between shore and Finisterre Island, "Straits of Magellan," and "Captain Bridgman's Cut-off" (tug "Mamie" stranded.) Subdivided by Hood Point Estate, 1928. S.S. "Comox" was assembled at Coal Harbour (foot Cardero St.) Beach—one log only—illustrates how free of forest debris the shore was in Indian days. Cates Bay named 1928, adopted Geographic Board, 7 December 1937. William Simpson, brother, moved to Gambier Island, 1888. Photo by W.T. Dalton, pioneer architect; presented by his son A.T. Dalton, F.R.G.S., 1939, to City Archives. J.S.M.

Note: it is presented to the reader that, in all probability, the three gentlemen on the beach had wandered down the steps of the low cliff before the "Howe Sound Hotel," or "Invercraig," and that Mr. Dalton, also of the party, on the lawn above, photographed them.

The alignment of the geographical features— island and distant peaks—should therefore give the precise location of "Invercraig."

### **CATES COTTAGE.**

According to Mrs. Lloyd K. Turner (Mr. Turner is on the *Province* reportorial staff), 1676 West 11<sup>th</sup> Avenue, sister to Capt. John A. Cates (see that docket) and daughter of Capt. Charles Henry Cates, founder of the family. The log cabin was originally erected after 1921, (and after her brother, Capt. John Andrew Cates, sold the Terminal Steam Navigation Co. Ltd. to the Union Steamships Ltd.) at his platinum and gold mine at Tulameen, Similkameen Valley. After the mine proved unsuccessful, and having a fancy for the cabin, Capt. Jack Cates and his wife had it pulled down and shipped by rail to Vancouver; then to Hood Point, where it was re-erected. Mrs. Turner added, "It cost a pile of money to do it, too." She says that the story in the *News-Herald*, 18 August 1942, by Edith McConnell Denton, is not correct.

The cabin is said to be next door to the south to the cottage of Capt. and Mrs. W.J. Twiss, and that the lower part of the "Twiss" cottage is the first floor of the old "Hood Point Hotel," which was two storey and attic, but which was partly demolished about 1931 or 1932 by Walter H. Wilson, 761 West 26<sup>th</sup> Avenue, owner.

Whether the Cates "Tulameen" log cabin is or is not the cottage of Mr. R.E. Standfield, manager, Hudson's Bay Co., has not been determined by examination, but its appearance has been changed. Perhaps the logs were boarded over.

### **HOOD POINT. D.L. 823. JOHN SIMPSON. ARTHUR NEWLAND. HOWE SOUND HOTEL. BARRETT-LENNARD.**

Conversation, 21 February 1938, with Mr. W.A. Grafton, 542 West 63<sup>rd</sup> Avenue, Vancouver, retired City Hall employee, who reached Vancouver in the summer of 1887, and was for many years identified with Bowen Island. See "Grafton Bay," "Grafton Lake," on Bowen Island.

Mr. Grafton: "Mr. Simpson squatted on—there were a lot of squatters who squatted but never got their deed—I don't know if he got his deed. Simpson owned Hood Point, northeast point of Bowen Island. J.C. Keith, manager, Bank of British Columbia, bought it from him. There were two brothers—one moved over to Gambier Island in 1888.

"Simpson was single; no wife, no klotch, and built a house. A very old fellow lived with him, and they fished for cod and dogfish. They were after the livers. The Hastings Sawmill gave them twenty-five cents—that was the price—per gallon for the dogfish oil for use on their machinery, or logging skid roads. He had a nice little garden and orchard; little of everything, no dock, just beach landing. There were three little bays. If it is stormy one bay you can go to another; property ran from water to water and faces three ways, north, east and west; took in the whole point, 160 acres or less.

"Arthur Newland (oh, about 1895) rented the place from J.C. Keith, and put up the Howe Sound Hotel, but when Capt. Cates of the Terminal Steamship Co. started the farm at Deep Cove, the hotel just withered up. Newland has no vessel of his own, but he was rather well patronised by well-known people, as well as by loggers on their way back to logging camps on Howe Sound, who were very glad of a rest after their long pull in an open boat from Vancouver. The loggers did not sleep much in the hotel, but just had a drink and refreshment; lots of good food. He had a lot of chickens. Then the loggers departed, and went on to their camps. Hood Point is very rough place in winter—awful strong tide. Squamish winds terrible—very boisterous in winter."

#### **DEATH OF JOHN SIMPSON.**

John Simpson, 712 Rayside Avenue, Burnaby, died 16 February 1938, aged 78 years. Buried Masonic Cemetery, Burnaby. He was brother of the sister-in-law of Dr. G.H. Raley, D.D.

#### **BARRETT-LENNARD.**

Conversation with W.J. Barrett-Lennard, Esq., well-known chartered accountant (author, *Barrett-Lennard Report on City Hall Administration*, 1936), 21 February 1938.

Mr. Barrett-Lennard: "J.C. Keith sold to Capt. Cates. I bought from Capt. Cates. I have the old Howe Sound Hotel register." (Subsequently presented by him to City Archives.)

#### **CAPTAIN AND MRS. W.J. TWISS. W.J. BARRETT-LENNARD. R.E. STANDFIELD.**

On 25 June 1941, whilst on board the *Lady Alexandra* en route to Snug Cove, Bowen Island, with the Vancouver Pioneers Association picnickers, Capt. W.J. Twiss, of Kerrisdale (Mutual Life of Canada), former president Vancouver Pioneers Association, and Mrs. Twiss told me that they had acquired property at Hood Point; that the old hotel register was at Hood Point (now in City Archives) and that they would try and get it for us. A year or so later, by invitation, I visited their pretty summer home. Next door was that of Mr. R.E. Standfield, manager, Hudson's Bay Co., and not far away that of W.J. Barrett-Lennard. There is a regular ferry boat between Horseshoe Bay and Hood Point.

#### **"THE LIONS." FIRST ASCENT, 1903.**

The famous peaks, "The Lions," were first ascended by a party starting from the "Hood Point Hotel." The party consisted of Atwell D. King, died about 1947, afterwards solicitor B.C. Electric, Victoria; George Martin, a B.C. Electric interurban motorman on the Lulu Island interurban line, and Arthur Tinniswood Dalton, F.R.G.S., Assessment Commissioner, City Hall, Vancouver, both living in Vancouver in 1948. They stopped at the Hood Point Hotel for the night, and next day sailed across to the eastern shore of Howe Sound, and commenced the first successful ascent of the western "Lion." Their signatures in hotel register are dated "10 August, 1903."

#### **FINISTERRE ISLAND, HOOD POINT.**

The Parker Gallery, 2 Albemarle Street, London, W.I. offers for sale:

40. Anson's Victory off Cape Finisterre (Galicia, Spain), 3<sup>rd</sup> May 1747. Stern view of the capture of three French warships, *Glorioso*, *Jason* and *Gloire*, Coloured engraving. 17 pounds 10 shillings.
41. The *Invincible*, French ship-of-war, captured. two pounds 10 shillings.
42. etc. etc. etc. (other ships)

On the 3<sup>rd</sup> May 1747, Vice Admiral Anson fell in with and defeated a powerful French fleet off Cape Finisterre, Spain, commanded by M. de la Jonquire. The British Fleet captured 12 ships and 2,500 prisoners.

### **SAMUEL HOOD, 1<sup>ST</sup> VISCOUNT, 1724-1816.**

Admiral. Commanded the North American Station, 1767-1770. Served at St. Eustatius, 1781, St. Kitts and under Admiral Rodney at Dominica, 1782. (There was also a Vice-Admiral Sir A.A. Hood, H.M.S. *Royal George*, 100 guns, Capt. W. Domett.)

### **CAPT. CHARLES HENRY CATES STARTS OVER.**

Conversation with Calvert Simson, a storekeeper, Hastings Sawmill, 14 December 1937.

Mr. Simson: "Yes, there was a water scow; not 'Spratt's Ark,' but a real water scow. That was how Captain Cates got his start. He used to take the scow over from this side to Moodyville on the north shore, fill it out of the spout at the flume—good water from Lynn Valley Creek—and tow it over to the sailing ships for ballast and fresh water. I think he got five dollars for watering a ship."

### **"LITTLE ARCHER" AND THE JAPANESE VISITING SQUADRON, ABOUT 1909.**

Ronald Kenwyn, formerly editor, *Province*, writes (*Province*, 8 February 1939) on the visit of "Capt." W.H. Archer to the Japanese warships *Aso* and *Soya*, which visited Vancouver following the China-Japan War.

Explanation by J.S. Matthews.

This extraordinary and amusing incident arose in this way.

When the Japanese warship *Aso* and *Soya*—one of them was the captured Russian warships *Bayan*—arrived in the harbour on a courtesy visit to her ally, Canada, there were no naval units to greet them. The only armed forces of any sort in Vancouver, at that time, was the militia regiment, the 6<sup>th</sup> Regiment, "The Duke of Connaught's Own Rifles," and a very fine regiment, too.

The officer commanding, therefore, decided that the only proper and courteous thing to do would be for the officers of the regiment to pay them a visit. This was done, and, afterwards, the Japanese were entertained at a rifle shooting match on the Richmond Rifle Range, and at a dinner at the Vancouver Club. But, concerning the formal visit to the ships on their arrival, this is what happened.

The officers were army officers—had no vessel to convey them to the ships—so one was chartered, a small gasoline launch. They were dressed in full dress, with sword, etc., etc., and away they went to the warships. Just before starting they espied a small craft with some uniformed men on board speeding towards the warships. They were delayed in starting and by the time they reached the flagship some time had elapsed. They were startled to see "Captain" W.H. Archer, a tiny little fellow—less than five feet—coming down the gangway and re-embark on his little ship—a rowboat with a small engine. Cadet-Capt. R.N. Davey, of the No. 101 Vancouver High School Cadets, was with him, gaily caparisoned in a *red* coat. Mr. Archer wore his naval uniform with white cap cover, gilt buttons and sword.

What had happened was that both Capt. Davey and Capt. Archer had arrived on the flagship, climbed the gangway, saluted the ship, been received with honours, escorted to the Admiral's cabin, been entertained with wine and refreshment, mutual courtesies exchanged, and had then retired and bore off before the authorised official party representing the then garrison of Vancouver had reached the ship.

The incident was somewhat, not especially, annoying to the officers of the 6<sup>th</sup> Regiment. They regarded it as merely cheeky. The Japanese had no means of knowing they were entertaining interlopers.

What Capt. Archer (his proper cognomen was W.H. Archer, Esq., F.A.I.A., in 1906 living at 31-33 Inns of Court Building, where he also had his office) was captain of we never could determine. But he was a most agreeable little gentleman and delighted to march out at the rear of the 6<sup>th</sup> Regiment whenever he had a chance—always in his uniform. And, the officers liked him and, although the procedure was quite irregular, allowed him to do so.

Cadet-Capt. R.N. Davey was captain of the corps of cadets attached to the 6<sup>th</sup> Regiment. He was a school cadet captain and, on account of certain boldness, was not very well liked by the officers. He was regarded as "too important."