

Early Vancouver

Volume Two

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Narrative of Pioneers of Vancouver, BC Collected During 1932.

Supplemental to volume one collected in 1931.

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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"He was steamboating, and helped to carry the people across to Moodyville."

Mrs. Basil Irvine, New Westminster, March 1932.

CAPT. GEO. RUDLIN.

"I was a member of the crew of the tugboat *Grappler* with headquarters on Burrard Inlet in 1874. Our skipper was Capt. Geo. Rudlin, afterwards with the C.P.R. on the triangular run." (The much respected Capt. Rudlin of the old *Charmer*.)

John Flewin, Government Agent, Port Simpson, 1888-1907.

JERICHO LOGGING CAMP.

"During the fire of 1886, my parents, Mr. and Mrs. Gerrard, were living near what is now called Jericho Beach, where Mr. Gerrard was engaged in logging for the Hastings Mill Co. They arrived in Granville on 8 August 1885."

Minnie D. McTaggart, Vancouver, March 1932.

BIRTH AT MOODYVILLE.

"My husband's people had a ranch at Moodyville. When my husband was born, his father Herman Haggman sailed the inlet one stormy night and rode on horseback to New Westminster. He had to prevail upon the doctor there to return with him, and it was a ride somewhat like that of John Gilpin for the doctor left his hat upon the road. Mr. Haggman had to prevail upon him to enter the sailboat for the storm had not abated. They reached the other side safely, but too late. An Indian woman had been his guide into the world."

Catherine C. Haggman, New Westminster, May 1932.

THE GREAT FIRE AND STANLEY PARK.

"My step-brother and myself were going up Water Street where the Sunnyside was built, when the people started to holler 'Fire' and run, so we turned and raced for our skiff; the fire was coming at an awful rate from the C.P.R. Townsite. I lived with my step-father and mother Mr. and Mrs. Southam; my name was Sarah Emily Bullock.

"My step-father put his scrip on 150 acres of land that is Stanley Park. My mother came out from England on the ship *Robert Low* with Mrs. David Spencer, Sr. Mr. James Southam, my step-father, had served in the Royal Navy and was given scrip; Stanley Park at that time was just government land.

"I got into my skiff and started home, but had only got as far as Deadman's Island when everything was gone; it was a grand but awful sight."

Mrs. S.W. Handy, Cascade, B.C., April 1932.

SPRATT'S OILERY.

"Was built by Spratts of Victoria in 1875." - F.H. Holt, 1932.

Note: see docket on W.R. Lord, who says (26 August 1933) that it was originally built by Andrew Rusta but taken over and reconstructed by Spratts.

FIRST WHITE CHILD BORN IN VANCOUVER.

"My mother was the mother of the first white child born in Vancouver after incorporation, a daughter, afterwards married, now dead." (Both wrong.)

Frank A. Jackson, son of Mrs. John W. Jackson, jeweller.

(Note: Mrs. D.R. Reid says her child, Alexander Campbell Reid, was the first.)

Neither are correct. See Margaret Florence McNeil, 27 April 1886.

CANADIAN PACIFIC RAILWAY CONSTRUCTION.

"The C.P.R. General staff was at Port Moody, except for Mr. Cambie who was then chief engineer for the Pacific Coast construction, and in charge of the line construction from Port Moody to Vancouver. He had his office at Hastings." (Major General) "J.W. Stewart and H.B. Smith, one of Mr. Cambie's assistant engineers, who went east soon after the line was completed."

Paul Marmette.

DOCTOR BECKINGSALE. GREAT FIRE.

"Dr. Beckingsale ran back to his house to rescue his wife's jewels, but when he got a safe distance, he found it was a hatchet he had rescued instead of his wife's jewels."

Mrs. Thos. Whipple, May 1932.

(Mrs. D.R. Reid says, "two hatchets.")

GEO. WAGG. CANADIAN PACIFIC RAILWAY CONSTRUCTION.

"Came to Nanaimo coal mines in September 1882 by way of Dakota, Montana, Idaho and Washington, Northern Pacific Railway under construction from east end and west end, a gap of 800 miles between the two ends. I walked; it took 30 days about. Stayed at Granville Hotel, foot of Carrall Street Christmas 1882; afterwards went to Port Moody and helped to discharge 300 miles of railroad iron which had come out from England."

Geo. Wagg, 1932.

CANADIAN PACIFIC RAILWAY CONSTRUCTION. VANCOUVER AND PORT MOODY.

"Arrived Gastown summer of 1883. Was with Rogers on preliminary survey of C.P.R. from Port Moody, reached Hastings on survey on Christmas Day 1884 and worked all day on line in a snowstorm." "Party camped in Geo. Black's Hotel" (Brighton Hotel) "at Hastings."

Otway Wilkie, Westminster, 1932.

GRANVILLE. HOTELS.

"I arrived in New Westminster in 1865, but it was probably ten years after that I saw Gastown. There was three hotels: Deighton's, Sunnyside, and Joe Mannion's; one grocery store and Chinese wash house, and lock-up."

DEADMAN'S ISLAND.

"I have seen a lot of different stories of how Deadman's Island got its name. After the fire, when I was burned out, I built a house on the south side of the island. One day when I came back from work I found that someone had buried a Chinaman close to my house. About a month after a man named Underhill was drowned at Hastings Mill, and they planted him close to the house. So I said to my partner, 'I'm going to get out of this; this is a regular dead man's island,' and he said that was a good name to give it, so I moved across the bay and rented a cabin from Procter, and when the Chinese Riots happened they wanted me as a witness. I had gone over to the island to look at some traps I had set for coon, and they asked my partner where I was, and he said, 'Deadman's Island,' and they wanted to know where that was, and he told them, and the name stuck ever since."

Wm. Walton, Port Coquitlam, 1932.