

Early Vancouver

Volume Three

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Narrative of Pioneers of Vancouver, BC Collected During 1933-1934.

Supplemental to Volumes One and Two collected in 1931-1932.

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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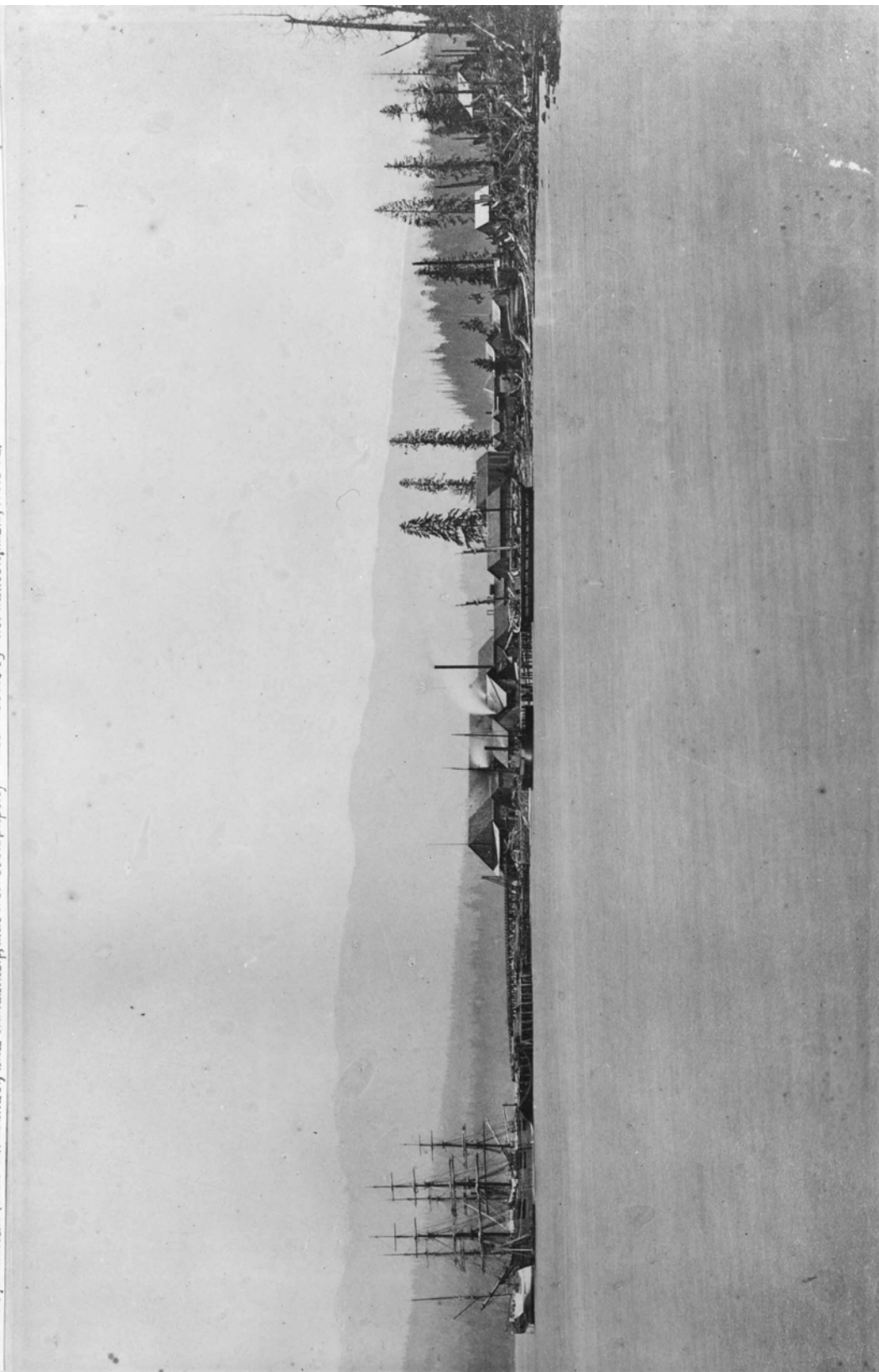
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Dutch barque "Cornelis", of Amsterdam, B.H. Boer, master, arrived Burrard Inlet 26 June 1871, loaded lumber at Hastings Sawmill for Valparaiso, Chile, sailed Aug. 1st, only vessel ever sail through First Narrows without tug, reached English Bay safely, wind dropped, stranded entrance Howe Sound; Capt J.A. Raymur, mill manager, taken in canoe by Indians to wreck, Aug. 9th; Capt W. Ettershank discharged part cargo; Capt W.H. Soule stayed aboard; tug "Grappier" towed wreck to Burrard Inlet, \$550⁰⁰, beached, ~~at Hastings~~ condemned, yards and topmasts removed; hulk, etc. abandoned, effects sold to ~~the~~ ^{the} accounts closed Oct. 10, 1871. Wreck gradually sank in beach; one cannon went to Indians at "The Mission"; hulk finally burned for metal. (see F.W. Alexander, and C. Simson papers). Photo loaned by Miss Lawson, M.B.E., Victoria.



HASTINGS SAWMILL, BURRARD INLET, probably 1873

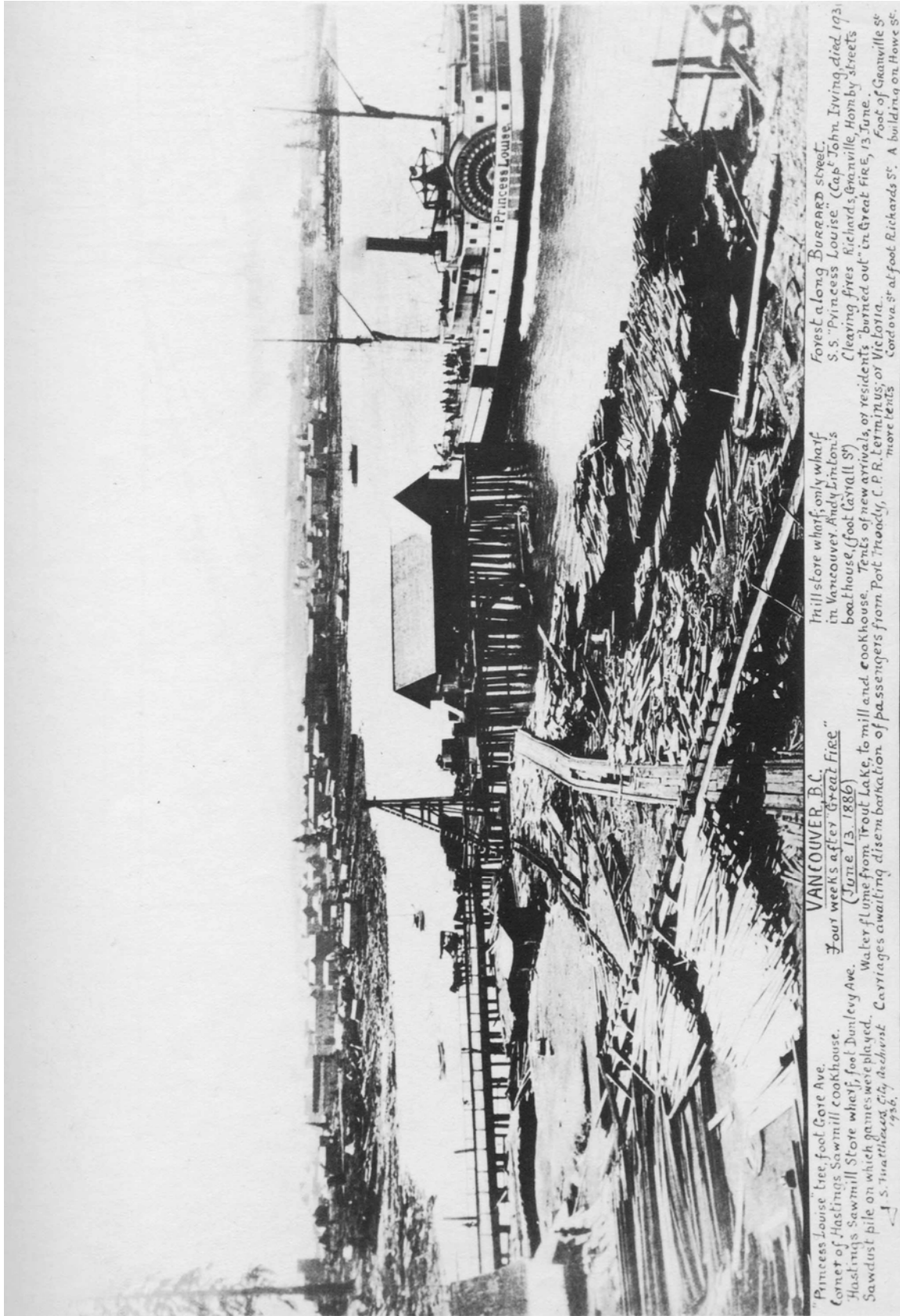
First office.

Tug mill store wharf, cookhouse, New store, First store and wreck of "Cornelis" Hastings Institute

"probably 1871" because if the white roof is Capt Raymur's cottage, then it is before 1872, if not cottage, then it must be new roof of new school erected about Dec. 1871.

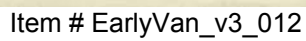
J.S.M. 1936

HASTINGS SAWMILL SCHOOL
CAPT RAYMUR'S COTTAGE
X J.S.M.



Item # EarlyVan_v3_011

Princess Louise tree, foot Gore Ave.
 Corner of Hastings Sawmill cookhouse.
 Hastings Sawmill Store wharf, foot Dunlevy Ave.
 Sawdust pile on which games were played. Carriages awaiting disembarkation of passengers from Port Moody, C.P.R. terminus; or Victoria street; or Granville street.
 S.S. "Princess Louise" (Capt. John Irving died 1931).
 Clearing fires Richard's Granville Horn by streets
 "burned out" in Great Fire, 13 June.
 Foot of Granville street.
 Condover street at foot Richards street.
 A building on Howe street.
 Four weeks after "Great Fire" (June 13, 1886)
 Water flume from Trout Lake, to mill and cookhouse.
 Tents of new arrivals, or residents "burned out" in Great Fire, 13 June.
 more tents
 C.P.R. terminus; or Victoria street; or Granville street.
 Carriages awaiting disembarkation of passengers from Port Moody, C.P.R. terminus; or Victoria street; or Granville street.



T.H. CUDLIP.

Advertisement, *Mainland Guardian*, 26 September 1874.

Dissolution of Partnership. The partnership hitherto existing between Thomas Henry Cudlip and James Anthony Clarke as farmers and stock raisers at the Township of Langley is this day dissolved by mutual consent. All debts due to the said firm must be paid to T.H. Cudlip and all liabilities will be paid by the said T.H. Cudlip.

Langley
31st July, 1874.

THOMAS HENRY CUDLIP
JAMES ANTHONY CLARKE

18 OCTOBER 1933 – HAROLD RIDLEY’S EXPLANATION OF PLAN OF HASTINGS MILL PROPERTY AND BUILDINGS AS SHOWN ON PHOTOGRAPH OF MAP OF C.P.R. RIGHT OF WAY.

Note: in this connection it will be noted that Otway Wilkie of New Westminster reports “We” (the survey party) “reached George Black’s Hotel at Hastings on Christmas Day, 1884, in a snow storm, having completed our survey as far as the eastern boundary of Hastings Townsite. The survey from that point to Coal Harbour was completed afterwards.” The map, however, was not signed by H.J. Cambie and H. Abbott until 22 February 1886, approved W.C. Van Horne, 11 March 1886, and deposited with the Land Registry office, 12 May 1886, then at New Westminster, now Vancouver, where, in November 1933, the map is preserved.

1. C.A. Coldwell’s house, mill foreman at time of fire; before that Mr. Gaffney, mill foreman before Coldwell, lived there. None of the Gaffneys here now; they moved away.
2. Rev. T.G. Thompson’s house, at time of fire; previous to that Dr. Duncan Bell-Irving lived there for a time, and previous to that Dr. Walkem.
3. Surgery, and doctor’s office; not a hospital; no room for a sick person. Dr. Walkem was quite a naturalist, and used it for that purpose also.
4. Captain W.H. Soule’s house, stevedore.
5. R.H. Alexander’s barn.
6. R.H. Alexander’s house after he became manager. The projection to the southeast was the first cottage occupied by Captain J.A. Raymur, the first mill manager; it was Mr. Alexander who added the big front addition.
7. Fence around Mr. Alexander’s private grounds, etc.
8. Road. Hastings Mill Road down to mill from Granville-Hastings Road. It just touched the corner of Mr. Alexander’s fence.
9. Hastings Mill school house.
10. First house Mr. Alexander lived in, afterwards occupied by the office men as a bachelor’s hall; they roomed there. Henry Newtown, James McColl and Ainsley Mount (who died there) were among those who lived in the building.
11. Abington Ridley’s, mechanical engineer, Hastings Mill. Father of Harold Ridley (see above). Afterwards, at time of fire, occupied by McCartney’s, tallyman, afterwards land surveyor. See photo No. Mi.12 negative. Built 1873 for J.P. Paterson.
12. Caulfield Bros., see photo No. ?
13. Water tank, duck pond beside it and overflow. Tank dug out of ground; water from a small creek from up Hastings Street way filled it.
14. Calvert Simson’s house; storekeeper; resides (1933) Barclay Street.
15. The Main Office.

16. THE OLD OLD MILL STORE, the original, afterwards used for Lodge room upstairs (in ceiling); warehouse. It was the highest or tallest building. See photo No. Mill 19, Neg. Mill 2.
17. The Cook House and Dining Hall for employees.
18. Open water, Burrard Inlet. Drainage from Cookhouse, etc., emptied here.
19. A board walk.
20. THE NEW OLD MILL STORE, now at Alma Road. Afterwards the modern Hastings Mill store was built beside this to the south, and a "store front" built in front of both buildings. See photo No. P. Mill 14, N. Mill 15.
21. Wharf shed. See watercolour by Mrs. Richards.
22. Open sawdust. General athletic ground, lacrosse games, etc.; filled in with slabs, etc., and then covered with sawdust to level it.
23. Mill refuse fire.
24. The mill proper with log haulway at east end.
25. Machine shop and engine room and smoke stacks.
26. Oil house.
- 26A. Low cedar tree. See Marion Thompson photo No. ?
27. Blacksmith shop.
28. End of flume above ground; here it went below ground and served cook house, etc., etc.
29. Little bit of a water tank at end of flume. Flume was about 12" wide at top, 8" deep.
30. Little cottage once occupied by the master of the first mill tug, the *Maggie*.
31. Occupied as dwelling by Adolph Nelson, Planerman. See man in "Christie Stiff" (bowler or derby) hat in Bailey Bros. photo 414, and his little child (who was drowned) in white dress in front of mill employees.
32. LIBRARY AND MECHANIC INSTITUTE.
33. Fire Engine, hand pumped. The first fire engine north of San Francisco.
34. White employees, bachelors, cooking for themselves.
35. Saw fyer's house.
36. Tom Hunter's, mill foreman, Bailey photo 414, afterwards Isaac W. Doherty, still living (1933) in Mt. Pleasant. See photo No. ?
(Bake shop here somewhere, but not sure where.)
37. At later date, Captain White, master of one of the later date mill tugs.
38. Two dwellings, probably the first duplex in these parts; two sets—one on each side, bachelorising.
39. Shack; bachelors.
40. Dwelling at one time occupied by Abington Ridley; high fence around it, twelve feet high.
41. Dwelling, of sorts
42. Dwelling, of sorts.
43. BUMMER'S HALL, where everybody went for dances, to smoke, and loaf.
44. House where Harold Ridley was born, 1875.

45. Dwelling.
46. Dwelling.
47. Water tank connected with flume from Trout Lake. Fish in this tank, in fact, in all tanks.
48. Water tank, ditto.
- 48A. Two tall fir trees close to smoke stacks in panorama photo, 1886, of Vancouver.
49. to 54. Shack dwelling for "breeds." White-Indian, Hawaiian-Indian, a single Malay; no Chinese.
55. to 68. All occupied shacks. Mill hands of Chinese, "breeds," Indians, etc., etc.
59. Shack outside flume. A Chinese died of small pox here, and Abington Ridley had the task of burning the shack down.
65. to 68. (Probably 67.) Occupied by Captain Stevens, of the Moodyville tug *Senator*, and also associated with Captain Soule in the stevedore business.
- All of the buildings termed "dwellings" were small affairs of one storey (save in one or two instances), and all of the same pattern. Even Captain Raymur's first cottage was very simple until the big addition was made by Mr. Alexander to the front of it.
69. The Road to Granville and Hastings. A two-plank sidewalk on beach side to Granville from mill.
70. St. James' Church on beach.
71. Westminster Avenue.
72. Gore Avenue.
73. Dunlevy Avenue.

Read and approved 27 February 1935, (signed) H.E. Ridley.

NOTE ADDED LATER:

Harold Ridley died 2 June 1937 of cancer, leaving widow, one son Eugene, one daughter Mrs. Millet. Buried in family plot, old section, Mountain View.

He died very poor, was buried at City's expense in a coffin little better than a rough box.

He was a strikingly fine character; one might almost say, beautiful. He wore overalls or work clothes when he came to see me, but beneath that rough covering was a gentleman with a soul, and a face I never tired of admiring.

J.S. Matthews
4 June 1937

MEMORANDUM OF CONVERSATION WITH HAROLD E. RIDLEY, 1956 VENABLE STREET, 18 OCTOBER 1933.

HASTINGS. THE "END OF THE ROAD."

"The 'End of the Road' was the way in which we habitually referred to the terminus of the Hastings-New Westminster Road at Hastings. There was no road or even wagon track from Hastings to Granville when my father came here in 1871, but one was finished before I was born in 1875." (See Mrs. McLean, *Early Vancouver*, Vol. 2.) "Anyway, before I can remember. I know it was finished in 1880 when I was five or six years old, and I can remember my brother's birth in 1880. I can remember Harry Freeze driving stage to New Westminster."