

Early Vancouver

Volume Three

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

2011 Edition (Originally Published 1935)

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.

Copyright Statement

© 2011 City of Vancouver. Any or all of *Early Vancouver* may be used without restriction as to the nature or purpose of the use, even if that use is for commercial purposes. You may copy, distribute, adapt and transmit the work. It is required that a link or attribution be made to the City of Vancouver.

Reproductions

High resolution versions of any graphic items in *Early Vancouver* are available. A fee may apply.

Citing Information

When referencing the 2011 edition of *Early Vancouver*, please cite the page number that appears at the bottom of the page in the PDF version only, not the page number indicated by your PDF reader. Here are samples of how to cite this source:

Footnote or Endnote Reference:

Major James Skitt Matthews, *Early Vancouver*, Vol. 3 (Vancouver: City of Vancouver, 2011), 33.

Bibliographic Entry:

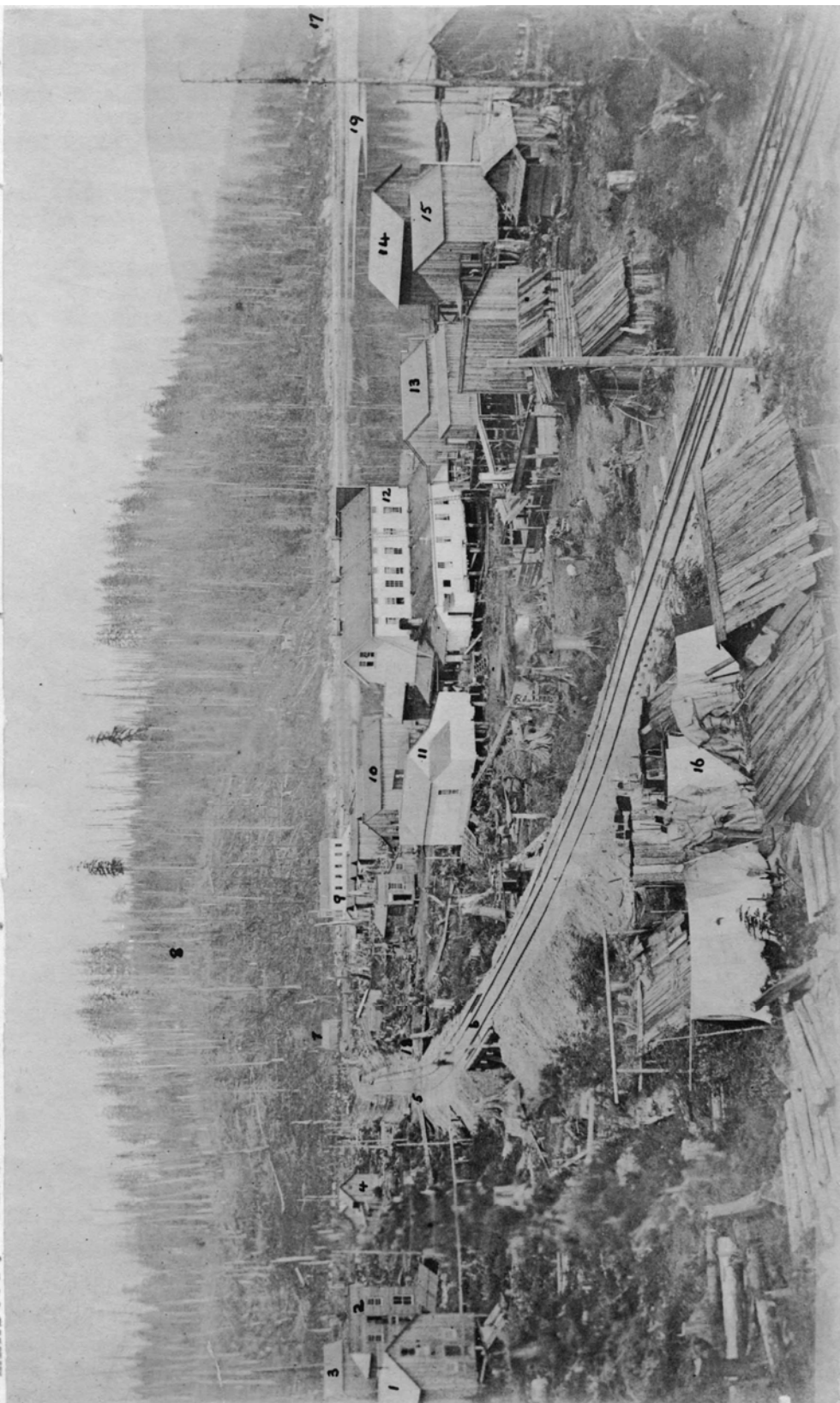
Matthews, Major James Skitt. *Early Vancouver*, Vol. 3. Vancouver: City of Vancouver, 2011.

Contact Information

City of Vancouver Archives
1150 Chestnut Street, Vancouver, B.C. V6J 3J9
604.736.8561
archives@vancouver.ca
vancouver.ca/archives



John Murray says "First photo, Port Moody, winter, 1883." Photo by John Uren, New Westminster.--First locomotive "Lytton" landed Oct.18,1883. See "Early Vancouver," Vol.3.



PORT MOODY, 1883. 1 Fraser Bros.hall; 2 Lamont's Restaurant; 3
5 Queen St.Crossing; 6 Creek and trestle; 7 C.P.R.Bldg.; 8 Clarke's boundary; 9 Elgin House;
10 Tay's store, jail behind; 11 D.B.Grant's(1st P.O.); 12 Caledonia Hotel; 13 Ecksteins; 14 Cal.
Hotel Stable; 15 Jn.Murray, butcher; 16 Chinese shacks; 17 Ry Wharf; 18 Station; 19 Float Ice.

Item # EarlyVan_v3_024

MEMORANDUM OF CONVERSATION WITH JOHN MURRAY OF PORT MOODY, 12 JULY 1934.

Mr. Murray was born on the *Thames City* at sea, and is today one of the four remaining passengers (children) of that historic voyage.

PORT MOODY, 1883.

"This photograph was taken in the fall of 1883 by John Uren of New Westminster; I was there when he came over and took the picture; that it is in the fall is established by the sheet ice on the water.

"The land marks from left to right are as follows:

- No. 1. Fraser Bros. hall, the only hall in Port Moody; it was there that the concerts and dances were held, and the speeches made. On the Sunday *[June 13, 1886]* that Vancouver burned, while we were at Church Service, and while singing hymns, had our hymn books open before us, ashes from the Vancouver Fire fell on to the pages of our hymn books.
- No. 2. This is Lamont's restaurant, a square shop front building across Queen Street from the hall, and is where the present Royal Bank of Canada stands.
- No. 3. I do know what this building was; Alex. *[Iris]* Tay's dwelling house.
- No. 4. This building belonged to Sandy Annand.
- No. 5. Queen Street is the dividing line between the Clarke and the Murray properties. The hall on one side and the restaurant on the other face each other across Queen Street, and is shown in the photo as a roadway crossing the C.P.R. single track.
- No. 6. A railway trestle crossing where a creek formerly ran, and now just behind the present post office.
- No. 7. In the distance, a small C.P.R. building, used for railroad purposes.
- No. 8. The forest is Capt. Clarke's boundary line, D.L. 202. Capt. Clarke had the hillside slashed about 1883 and 1884.
- No. 9. This is the Elgin House. Capt. Clarke built it, and the Insley Bros. ran it.
- No. 10. The jail is behind No. 10, out of sight. This is Tay's store, where the second post office was after D.B. Grant sold out.
- No. 11. D.B. Grant's store; the first post office was here.
- No. 12. This is the Caledonia Hotel, built by J.T. Scott and Kelly, commonly called Col. Scott, but J.T. Scott belonged to one of the military companies raised in New Westminster, and U.S. soldier.
- No. 13. Eckstein store (father of Louis Eckstein).
- No. 14. Stable for Caledonia Hotel.
- No. 15. John Murray's butcher shop.
- No. 16. Chinese shacks. The Burrard Hotel now *[1934]* stands here.
- No. 17. Portion of C.P. Railway wharf, where first trans-Pacific steamer *Abyssinia* docked. Statutory terminus of the C.P.R. *[Latterly B.C. Refining Co. site.]*
- No. 18. Just beyond the crossing, west side Queen Street, north side of track, is the location of the old C.P.R. station, built by public subscription of citizens of Port Moody in 1891. The C.P.R. had nothing to do with the building of that station.
- No. 19. Ice floating on inlet.

"This photograph was taken before the first C.P.R. locomotive was landed." – John Murray.

(Note: Mr. Murray may not be exactly correct. The first locomotive, the "Lytton," is reported as being landed on 18 October 1883, in which month ice would hardly be present. However, he says he recalls ice. Perhaps it is the white shadow reflection of light on the surface of the water.)

EARLY PORT MOODY.

"In 1881, I was working for W.B. Townsend, butcher, New Westminster, but left him. Then in March 1882, joined the survey party for the subdivision of District Lots 201 and 202, Clarke and Murray, soldiers land grant.

"The survey party was in charge of Mr. Stevens, land surveyor from Victoria, and we came over from New Westminster on a scow, coming via the North Arm and Point Grey with a surveyor's outfit on board, located at the foot of Queen Street, having our camp in the scow house on the scow. We anchored at the foot of Queen Street on account of its convenience and the fresh water from the creek which emptied there. We commenced to survey the townsite, staked out streets, alleys, blocks, and most of the lots, and finished about October 1882. That was the first survey of the townsite."

NORTH ROAD.

"At that time, 1882, when we reached Port Moody, there were no buildings there whatever. I do not agree with Tom Deasy that there might have been an even earlier settlement on Burrard Inlet than Hastings. It is true that Col. Moody favoured the spot named after him, and that he had a farm on what is now called the Port Moody Road, but his farm was miles away, down on the Brunette River, where you turn up to the present Coquitlam Golf Links. Col. Moody *did* open a trail from 'The Camp' to what is now called Aliceville, that is, the end of the North Road, and for the purpose of conveying mails to New Westminster, when the Fraser River was frozen, and also for a base line for his survey—he opened two base lines; one was the North Road. After the capital of B.C. was moved to Victoria in 1869, the North Road deteriorated into nothing more than a trail for Indians" (see "Supplejack"—Khaytulk); "a track you could not get a horse over, because all the bridges put up by the Royal Engineers on the North Road had been burned out."

(Note: a great bush fire ran through this area about 1865.) "There was no way in which a horse could be got to the Burrard Inlet end of the North Road until 1881. During Governor Seymour's residence on the Mainland, he kept the North Road open for the purpose of conveying the mails when the Fraser River was frozen over; he made the North Road into a sleigh road, but after he left, it went wild again, so that when we came on the scow in March 1882, soon after it was known that Port Moody was to be the terminus of the C.P.R., there was no *direct* trail that I ever heard of from Sapperton to the present site of Port Moody. On the northern shore there was one logger's shack, occupied by Billy Thompson, subsequently the site of the 'Old Orchard,' where McNair's shingle mill is now. There were a number of loggers' buildings belonging to the Moodyville Saw Mill, who had been logging there for a number of years, but had ceased operations, right at the head of the bay.

"When the Royal Engineers disbanded, those who did not return to England put in their claims for military grants; Father located at Port Moody. I remember the Sunday night he came back after spending the day over there putting in the stakes, but I am positive he did not erect a building of any sort there until 1883. Capt. Clarke's property was originally the grant of Robert Butler, bugler in the Royal Engineers. Butler sold it to Capt. Clark for twenty-five dollars. Butler's grandson is now in the Game Department, Provincial Court House, here. Clarke did not erect buildings until 1883, so that I repeat, when our surveyor's scow party got to Port Moody in March 1882, there was not even a trail to New Westminster nor a log cabin along the south shore.

"In the '70s, when I was a school boy, Father used to take us for a walk to Port Moody, and it was our custom to go out by the old North Road trail. We always made previous arrangements with an Indian to meet us at the end of the trail with a canoe, and take us up to Port Moody for the day. My memory of those days is very clear. I was a young, impressionable lad, and had nothing else to think about, and, further, the teachers in the Brothers' school used to take us out there to the end of the road to teach us to swim. It was not called Aliceville at that time. Even today, Aliceville is not an official name. John A. Webster had land at the end of the North Road and at the time of the building of the C.P.R., Webster and his family went out to the end of the North Road for summer camping during school holidays. The place was named after his daughter Alice" (Mrs. Tovey.)

"About 1881 John Johnston built a cabin at the end of the North Road, and kept boats for hire to those wishing to go to Port Moody."

Note: in conversation, 25 July 1934, through an interpreter with an aged Indian of the North Vancouver Indian Reserve, he said, (interpreter) "Long time ago warship, painted white, go up inlet, stop about three miles this side Port Moody, make little clearing, then make camp, then cut trail to New Westminster." The "warship" was probably a ship's cutter.

COAL HARBOUR.

"Col. Moody had a very large ship's cutter with eight oars, and I can remember them bringing back to Westminster coal in sacks which some of the soldiers had secured on Burrard Inlet."

THE FIRST VESSEL, PORT MOODY. TERMINUS OF THE C.P.R.

"The first vessel which came into Port Moody was the *Duke of Abercorn*, a full rigged iron ship with the first load of rails, March 10 or 12, 1883. I took the first shipment of beef for Van Volkenburgh Bros., butchers, to Port Moody, on my birthday, 14th of March. I well remember it rained hard all that day. On the 15th March I delivered one hind quarter of beef to that ship; they had then commenced to discharge cargo. The *Port Moody Gazette* is all wrong if they say it was May when the *Duke of Abercorn* arrived."

(Calvert Simon says: "She entered customs, March first, 1883.")

PORT MOODY GAZETTE.

"The *Port Moody Gazette* was edited by Frisby Logan, but was printed by J.K. Suter in the office of the *Mainland Guardian*, New Westminster."

BRIGHOUSE AND HAILSTONE.

"As late as 1885, Brighthouse, with the assistance of George Black, came to me to prevail upon my father to exchange lots in Port Moody for lots in Vancouver. The proposal was that we should exchange a number of lots which my father owned, two blocks back from the water in Port Moody, for an equal number of lots two blocks back from the water in the West End of Vancouver which Brighthouse owned. Even at that time they were not certain that the C.P.R. terminus would be at Coal Harbour. I was at Newcastle, England, about 1910, and met John Hailstone there. He was living at Jesmond Dean, Newcastle, and had suffered strokes, and subsequently died" (as result of falling downstairs) "there."

"The first Provincial constable in Port Moody was 'Long Sharpe,' previously in charge of the asylum at Victoria."

FALSE CREEK TRAIL. FALSE CREEK ROAD.

"I do not know where the False Creek Trail was, but the False Creek Road was a road opened in the late '60s from Douglas Road, now named 8th Street, at a point about two miles from Columbia Street, much the same route as that called Kingsway, down Mount Pleasant, across False Creek at Main Street, and on to Gastown. A man by name Billy Bellew came down from the upper country and operated a stage coach on that route for a short time, but the Douglas Road to Hastings was more favoured, so he gave up the business of operating a stage line on that route. The road was not kept up, and finally became a narrow trail, until the City of Vancouver started."

NORTH ARM ROAD. MAGEE'S RANCH.

"The road, now Fraser Avenue, from the Sunnyside Hotel to the North Arm was built by Billy Thompson, previously mentioned, who also had a farm at Saanich, and by this road you could get as far west as Magee's ranch."

ELK.

"The elk disappeared about the time the Royal Engineers arrived. When I was a youth, I often used to run across old horns lying on the ground, worm eaten. The elk must have been numerous on the big, long ridge between Burrard Inlet and the North Arm of the Fraser." (See Pittendrigh, *Early Vancouver*, Vol. 2.)

GASTOWN.

"The road from Hastings to Gastown was built in 1875 by Arthur N. Herring, still living. John A. Webster and R.W. Dean were his bondsmen; Arthur did not complete the road." (See *History of Lulu Island*, by Thomas Kidd, which says operations ended in November, owing to snow.) "It was completed next year, 1877, by Tom Kidd as foreman. Gassy Jack's first liquor saloon stood in a small clearing about where the present Europe Hotel, corner of Powell and Alexander streets, stands" (see Map of Granville, 1870); "a small cleared space of old clam shell beds on the edge of the beach, and nothing near it save forest. The shack was a small place, a mere shack, but I cannot remember the details. Then he built the Deighton House on the corner; quite a nice place. The Maple Tree had grown there naturally, but the monument they have erected to mark its sport is in the wrong place; it should be on Water Street. I know because I worked for George Black in his butcher's shop before there was a street there, and lived with him there in 1875. The box around the tree was convenient place to site in the shade; you could lie down full length on it, and loggers often went to sleep on its top during the warm summer days. The back of George Black's shop stood over the water, but in front of it was a planked area. His slaughter house was to the west of the south end of Carrall Street, west of where the Royal City Planing Mills was afterwards. I have handled a good many hundred pounds of meat between the old slaughter house on False Creek and the shop on Burrard Inlet. The trail branched off from the trail to the False Creek Bridge about the present Woods Hotel on the southeast corner of Hastings and Carrall streets and went slightly west of south until it reached False Creek where the slaughter house was." (See Hugh Murray, *Early Vancouver*, Vol. 3.) "In the Ridley picture of Gastown, there is a stump down the street; in front of the stump, a deep hole." (See Harold Ridley, *Early Vancouver*, Vol. 3.)

"Capt. Soule was once driving some ladies from the Hastings Mill to Gastown, when the horses ran away with the buggy, and they landed up in that hole. In another photo, that of the Maple Tree in May 1886, one of the nearest men has his back turned towards you; the other is George Barnes, auctioneer, standing sideways, light coat, derby hat."

THOMAS HENRY CUDLIP OF GASTOWN.

"Thomas H. Cudlip, together with Clarke, either leased or bought Gassy Jack's Deighton House in 1875, and ran it 'til about 1879. Cudlip had been coachman to Governor Seymour, and appears in this photograph as driver of Governor Seymour's four-horse coach in which he used to travel to the Cariboo. This photo of four-horse team and four-wheeled conveyance, is taken at the entrance to Col. Moody's residence at the foot of the hill on Columbia Street, now part of the B.C. Penitentiary grounds. Cudlip is seated on the driver's seat. The long row of buildings above is the officers' quarters of the Royal Engineers. I do not know what the cottage on the left is, but think it was the house of some non-commissioned officers."

MOODYVILLE.

"Sue Moody used to drive ox team for, I think, Homer and Donohue, who had a saw mill in Westminster where the Royal City Planing Mills was afterwards, about the foot of 11th Street on the river bank; smart man."

GREAT FIRE, 1886.

"I came down to Vancouver the next day after the fire, and the only thing that I could recognise of the old settlement was at the corner of Carrall and Hastings streets. It was Angus Fraser's sleigh, half burned away, and with a roasted pig lying on its back underneath it; how it got there, I don't know, but that was all I could recognise of what had been Gastown." (See J.T. Abrey.)

SEYMOUR BATTERY.

"The guns for the Seymour Battery came over from Victoria about 1865, and were unloaded at 'The Camp' dock below the present entrance to the Penitentiary. They were two muzzle-loading cannons and were placed on the ground overlooking the Fraser, where the Royal Engineers' theatre stood. The reason was that there was no drill shed to cover them. I have often cleaned them, and oiled the harness. Afterwards, my father, together with W.H. Keary, John and Hugh Murray, and Governor Moresby of the 'Pen,' dragged them down with Keary's horses to Leopold Crescent, where a log cribbing battery position had been constructed on the south side of Columbia Street, overlooking the river. On the Queen's

birthday, a royal salute of 21 guns was always fired, and of course the discharge of the guns went out over the river. The Seymour artillery, the New Westminster Volunteer Rifle Corps, and the Home Guards, all paraded for the ceremony."

MARY'S HILL.

"Mary's Hill is that big slope where the Colony Farm is at the mouth of the Coquitlam River."

[NICKNAMES.]

*Page numbers in this section refer to pagination of original volume.

"Earl of Granville" – a chubby Indian boy with a very broad face who played about Gastown. Mrs. Crakanthorp terms him "a dear little fellow."

"Capilano Joe" was Indian Chief, afterwards known as Chief Joe Capilano.

"Howe Sound Jim," or Jim "Grouse" was the husband of Mrs. Kulkalen, or the celebrated "Aunt Sally" who was probably born in Stanley Park and who died there 19 April 1923. She owned a small piece of land near Lumberman's Arch, and was allowed to remain when squatters were ejected.

Johnnie "Scow" of Steveston, and Alert Bay Indian chief, died about 1935. See page 16U*.

"Lockit" Joe was an Indian, so they numbered him. (Lockit, i.e., six in Indian or Chinook.)

"Sore Neck Billy," see 79*, 179*.

"Supplejack," (see page 458*), or Haytulk, an Indian, son of Chief Haatsalanogh, after whom Kitsilano is named, and father of "August Jack" Haatsalano.

"The Virgin Mary," an old Indian woman, or Klootch, Lady Dufferin shook hands with, 4 September 1876, when she and Lord Dufferin visited Hastings Mill on a vice-regal visit. See "Crakanthorp," page 458*.

"Ben Bolt," see page 178*.

"Cinch" Smith, an employee of the Hastings Sawmill.

"Crazy George," see page 283*.

"Dumps" Baker, see page 78*, 179*, 242*.

"Dutch Pete" lived in Stanley Park, just opposite Deadman's Island (where a few cottages were collected together beside the driveway before reaching Brockton Point.)

"Happy Jack," see "Trounce Alley," page 179*.

"Jericho" Charlie, see 13A*, 15A*.

"Jerry Roger's Cove" became "Jericho."

"Julius Caesar," see page 44*, 178*, 179*.

"Old Hoisting Gear" (see page 458*), Rev. Thos. Derrick, who dedicated with the help of Indians, the first church in Vancouver.

"Minister of the Interior," Rev. James Turner, Granville, 1873, Wesleyan Methodist, whose pastorate was afterwards the whole the interior of British Columbia.

"Portuguese Joe" – Three of them.

1868, Joseph Silvey, Gastown, owner, Lot 2, Block 7. Bought crown grant 7 December 1871.

Gregoris Fernandez, Gastown, owner Lot 76, Block 16. Bought 11 April 1870, crown grant 27 March 1873, auction.

Joseph Gonsalves, now, 1936, a very old man at Pender Harbour, came in July 1874.

"Protestant Bill" who invited His Excellency The Marquis of Lorne to extinguish old Scottish feud between their two respective clans by drinking a toast at (Mannion's) Granville Hotel on beach front, 1882. See A.A. Langley file.

"Rustie" Pleace, see page 78*, 179*.

"Scottsie Two Tails," a little girl, Minnie McCord, now Mrs. R.D. Smith, because she wore kilts and a glengarry with which she slapped (Magistrate) Harry O. Alexander, when he pulled her curls in church. (Hastings Sawmill School.)

"Silly Billy" Frost, see page 80*, 179*.

"Soak Shakes," a pioneer of early Gastown of German extraction who spoke English imperfectly, and pronounced "associate" as "soakshake." (See Minnie McCord file.)

"Sugar Jake," (page 458*) – Mrs. Crakanthorp: "Because he put so much sugar in his tea."

"The Mayor of Granville" was Joe Mannion.

"The Merry Priest," Father Fay, first Roman Catholic priest in Vancouver.

"The Queen" was a little girl, now Mrs. Mary Buss, daughter of "Portuguese Joe," born 24th May.

"Gastown" was Granville.

"Maxie's." Maximillian Michaud's historical hostel at the "End of the Road."

"Salmonbellies," see *Early Vancouver*, Vol. 1.

"Spratt's Ark," a well known vessel of the scow type; a huge scow. (See files.)

Sudden Jerk, a small steam launch of primitive machinery, reported humorously and (exaggeratingly) to get under way by a series of short jerks, and to stop similarly. She is said to have blown up when the steam pressure got too great, whilst the engineer was lingering longer at "Maxie's" bar.

"The Big House," the manager's residence at Moodyville Sawmill, occupied by Senator (and Lieutenant Governor) Nelson, and later by Ben Springer.

"The End of the Road" was Hastings.

The "Hole in the Wall" was "Pete Donnelly's."

"The Mission" was the Indian Reserve, across Burrard Inlet.

"Trounce Alley," see 92*, 138*, 145*, 179*.

"Old William" was "dear old William," R.H. Alexander's Indian servant.

"Gassy Jack." The well known John Deighton. (Note: "Gassy Bill," or William Woodward, was a waiter at the Victoria Hotel, Vernon, famed for his talkativeness and his baked beans. See Okanagan Historical Society, Sixth Report, 1935, p. 281.)

MEMORANDUM OF FURTHER CONVERSATION WITH JOHN MURRAY, PORT MOODY, 7 AUGUST 1934.

MAXIMILIAN MICHAUD. HASTINGS, B.C.

"Maxie was a thorough French Canadian gentleman; he came from Lower Québec, I think. He had been, before he went to Burrard Inlet, a waiter and bar keeper for John Joseph Arnaud, New Westminster."

OLIVER HOCKING.

"Oliver Hocking, whom you say is shown in the first map of Hastings, B.C." (1869) "was the man who erected the hotel—boarding house and saloon—at the 'end of the road'" (Hastings); "you see the road terminated there; Oliver was the first settler at that point, and he sold out to Maxie, and he went out of B.C. Where he came from or where he went I do not know; I don't think he was a married man, but he was a great freemason; a big powerful man, a great friend of Father's; Father was also a freemason, and they used to attend lodge in New Westminster; I used to hear them talking about freemasonry. Maxie stayed at Hastings for many years; then he sold out and took a trip back east, and as a result of that trip" (see *Moodyville Tickler*, Vol. 1, No. 1, 28 July 1878) "his relations came out, and that is how they are now at Langley Prairie. Maxie was not exactly married, but had as a wife a half-breed Kanaka woman, Frisadie, a very pretty woman; she was afterwards a wife to several, Proctor of Stanley Park being one, and she died down at the old Kanaka Ranch" (on the south side of Coal Harbour, near Stanley Park entrance.) "She was related to old Dunc McDonald's wife" (see *Early Vancouver*, Vol. 2) "of North Vancouver—he came here about 1873, and died last year."

FALSE CREEK BRIDGE. FALSE CREEK ROAD. FIRST STAGE LINE ON KINGSWAY.

"Old John" (Henry) "Scales is wrong about the stepping stones across False Creek; he forgets. The facts as I remember them are these. The old bridge across False Creek got very rickety; it was unsafe to drive cattle across, so sometimes we used to swim them. At extreme low tide there was about thirty or forty feet of water to swim the cattle through; the bridge was hardly safe for cattle to cross. I recall how I would look back from my horse at the cattle following me, and the bridge would be swaying; even the horse I was riding would sway; so the government pulled it down and afterwards rebuilt it. On east side of the point which jutted out on the south side of False Creek, I remember two men lived; I recall them about 1878 because they used to come up to the slaughter house" (Carrall Street) "and get a head to make head cheese. One was Julius" (Scales called him "Julius Caesar"); "he lived in a two-storey sort of building on the east side of the point with a man called 'Ben Bolt,' he was a saw filler down at the Hastings Mill, and the house was surrounded with a lot of clover; they must have done a bit of clearing there; it would be early 1870s when I used to drive the cattle by there, and at that time the house was abandoned and dilapidated; it was an old place then, it must have been built in the 1860s, but who built it, or why, I do not know. The reasons we used the False Creek Road to drive cattle" (see Hugh Murray) "was because it was cool in summer time. I think I told you previously that after the False Creek Road was opened, Billy Bellow started a stage in opposition to the Douglas Road stage; he ran only a short time; it did not pay, and as the government did not keep the road up, it finally became overgrown and finally nothing more than a trail."

HASTINGS-GASTOWN ROAD. EXTENSION FROM HASTINGS. A.M. HERRING.

"Arthur Herring, who came with us on the *Thames City*, and still lives, was a chemist in New Westminster; he is a Royal Engineer child. In 1876, he got the contract from the Provincial Government to build a wagon road from Hastings to Cudlip's" (Granville.) "He had Sergeant McMurphy as his road foreman, but he did not finish it." (See Kidd's *History of Lulu Island*.) "When he stopped work on it in the fall of 1876, it was a trail you could get horses along, but it was not passable for wagons; there were no bridges, but it was completed in 1877 with Thos. Kidd as foreman, and ended in a little whirl at the foot of Carrall Street just where the Europe Hotel is now. *Beyond, there were no roads at all.* George Black's shop over the water was planked between his front and the jail; beyond that to the west was a trail as far as the parsonage" (foot of Abbott Street), "then a bit of a trail to the Indian rancherie just beyond the Parsonage; the timber was cut down around the Parsonage, and there were stumps lying all around. What was beyond the Indian rancherie I cannot say positively; I think a bit of a trail on down to Coal Harbour to the

Kanaka ranch; some Kanakas lived down there. There was absolutely no roads of any kind in the West End. Nothing at all west of the Deighton House.”

LEWIS STAGE. TROUNCE ALLEY.

“As soon as the Hastings-Granville Road was completed, Lewis, who ran the stage from Hastings to New Westminster, extended his route to Granville. He erected a stable for his horses back of the Jail, or back of Mannion’s Hotel; it was he who opened that little trail, or road, to the stable, and *I gravelled* it; I got the gravel out of the North Arm Road way; somewhere up Kingsway; dug into some small cut in the side of the road out there. ‘Happy Jack’ was the man who helped me.”

Remark by J.S.M.: Mr. Murray, what a lot of nicknames there were. “Happy” Jack, “Navvy” Jack, “Gassy” Jack, “Silly Billy” Frost, “Rustie” Pleace, “Julius Caesar,” “Sore Neck Billy,” “Ben Bolt,” and “Dumps” Baker.

HASTINGS MILL. CAPTAIN STAMP.

“Captain Stamp did not do much at the mill business; anyway, I don’t remember it. About 1872 he came to New Westminster and started a salmon cannery—I think with James Cunningham—on the bank of the Fraser River, and in an old building formerly known as the ‘Commissary Stores, Royal Engineers,’ right square in front of the present Penitentiary. He ran it one summer only; then Holbrook and Cunningham ran it. Thos. Ovens, afterwards mayor of Westminster, was a nephew of Holbrook’s. Captain Stamp used to drive out to the cannery every day with a grey horse.”

ROYAL ENGINEERS.

“All that I can think of who are living today of the Royal Engineer children are:

“*Thames City* children: John Murray, Port Moody. Hugh Murray, brother, New Westminster. John McMurphy, and Arthur M. Herring, New Westminster, and John Henry Scales, Vancouver.

“*Euphrates* children: Thos. Deasy, Jasmine Avenue, Marigold P.O., Saanich.”

MOODYVILLE. THE “SPIT.” THE *MOODYVILLE TICKLER*.

“The ‘Spit’ at Moodyville, mentioned in the *Moodyville Tickler*, was the sawdust pile; the sawdust from the mill got more and more” (see J.H. Scales) “and gradually made a big flat place where the games and sports were held; it was commonly called the ‘Spit.’ Hugh Burr, also mentioned in the *Tickler*, was a farmer at Seymour Creek; you have a photo of his house; it is just as likely as not that John McDonald, whom James McWhinney says may have been the editor of the *Tickler*, actually was the editor; he was that sort of a man; a big fine Scotchman, left Moodyville about 1876; he was a watchmaker and jeweller, no children, and afterwards established himself in a store behind my father’s shoemaker shop on Columbia Street, New Westminster.”

CAPTAIN VANCOUVER, 1792.

“No. I never heard any Indian say where Captain Vancouver camped in 1792. The ‘warship’ which Andy Paul’s Indian friend speaks of was probably a ship’s cutter; those warships of the early ‘60s had great big cutters which would hold a dozen men.”

PORT MOODY, 1883-1884. WEEKS AND FOSTER MAP OF PORT MOODY, 1884.

“Weeks and Foster were in the real estate business in Port Moody for one summer and one winter only; I think they went away the fall of 1884, because when Father came back from England in 1884, they had gone; I had power of attorney for him, and did considerable business with them.” (See *Port Moody Gazette*.) “They had an office down on the Beaven property, west of the C.P.R. Dock, where they built a small wharf, and they had a little trail—almost in the location of the present Vancouver-Port Moody road—up to Port Moody from their property.”

ROCKY POINT. NORTH ROAD – ALICEVILLE.

“Rocky Point, mentioned so often in the *Port Moody Gazette*, is the five acres which Father reserved for himself for his own house; where he resided; I live there yet; it is a location just about four streets east of Queen Street. Father built a hotel there; we got a license; it was called ‘Rocky Point’ on account of a long ledge of boulders out in front of it. P.D. Roe afterwards got the property, then it went back to the city for taxes, and I bought the lot I now live on; part of the original Rocky Point. I got the license for the Rocky Point Hotel in January 1883 from the magistrates sitting at Port Moody. It was not the first license in those parts because there were two license houses at the end of the North Road, Bonson’s and Johnson’s, licensed long previous to 1883, and then there was Maxie’s at Hastings.”

MURRAY GENEALOGY.

“My father, John Murray, Royal Engineer, was born at Loughlan” (?) “Bridge, Co. Carlo, Ireland, in April, about twenty years before the Crimean war; he was too young to go to that; he married Jane Appleton, a widow of Southampton, England. The children, in order of age, are:

“Hugh, still living, no children.

“John (myself), now 75, no children.

“Sarah, (Mrs. Kyle), who died recently in New Westminster.

“Jane, (Mrs. George Raymond), of Nanaimo and Vernon.

“William, who has a lot of children and is living in Los Angeles, California. He was born after our arrival in B.C.

“Annie, now Mrs. Ems of Point Grey, Vancouver.”