

Early Vancouver

Volume Four

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

2011 Edition (Originally Published 1944)

Narrative of Pioneers of Vancouver, BC Collected During 1935-1939.

Supplemental to Volumes One, Two and Three collected in 1931-1934.

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. 4 (Vancouver: City of Vancouver, 2011), 33.

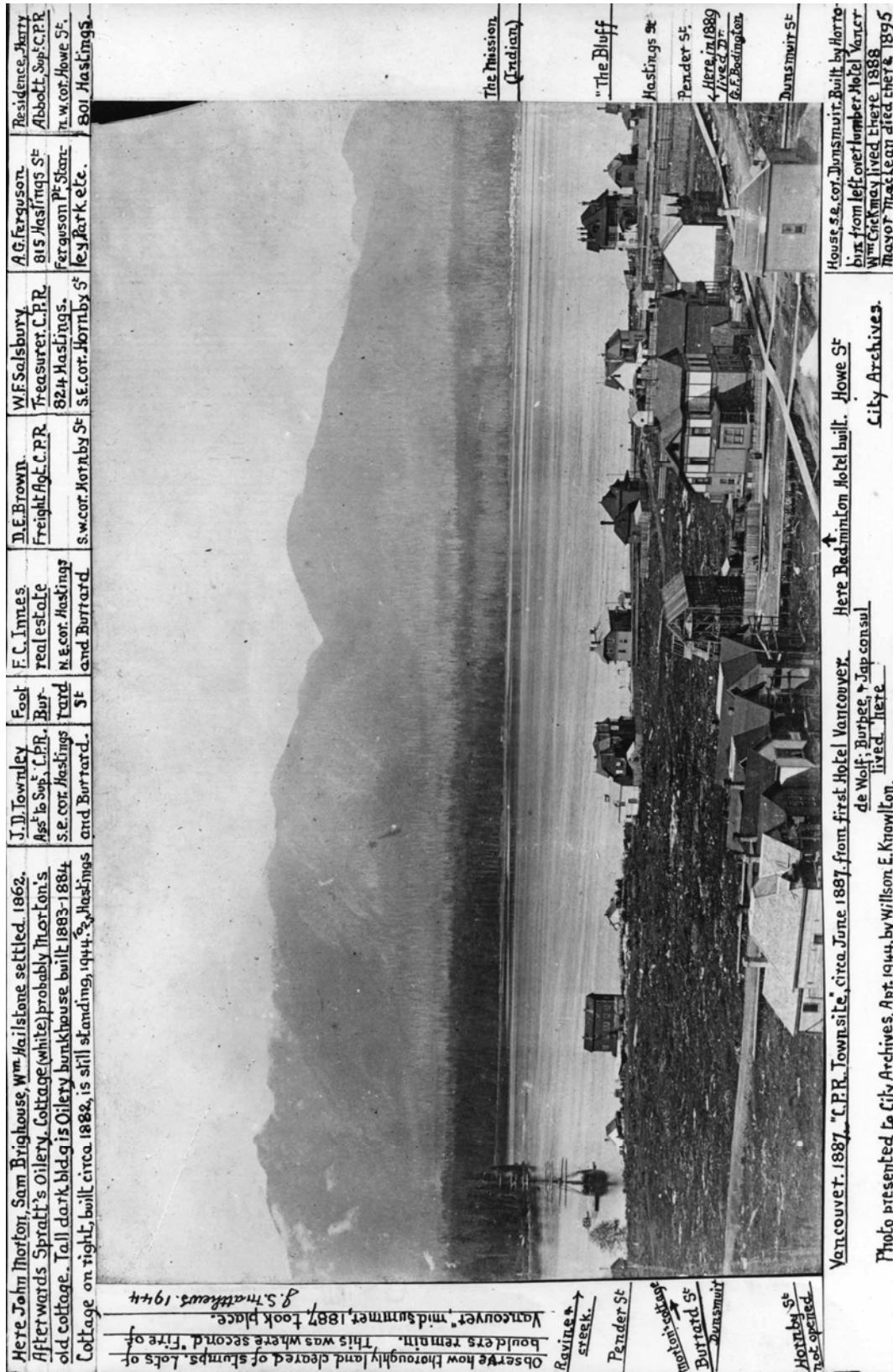
Bibliographic Entry:

Matthews, Major James Skitt. *Early Vancouver*, Vol. 4. 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





Item # EarlyVan_v4_027

MEMO OF CONVERSATION WITH CAPTAIN THOMAS SALTER GUNS, MASTER MARINER AND PILOT, NOW RESIDENT FOOT OF LOZZELL'S AVENUE, BURNABY, MEMBER, VANCOUVER PIONEER'S ASSOCIATION, 14 MARCH 1939.

HASTINGS SAWMILL, 1883. CHRISTMAS, 1883. BARQUE *HIGHLAND GLEN*.

Capt. Guns said: "Christmas Day, 1883, was the same sort of a Christmas Day as in 1938; a beautiful clear warm day; almost like June. I was an apprentice on the barque *Highland Glen*, loading at the Hastings Mill.

"As it was such a beautiful fine sunny day, the mate said to 'loosen canvas'; because it was such a nice day. So we let all the sails loose, and they hung in the still air and sunshine. But when it came evening, the sails were not dry, so the mate said to leave them; leave them all hanging from the yards until morning.

"Well, Monday morning 1883 was just such a Monday morning as followed Christmas 1938, and at five a.m. everyone was called out to make all canvas fast. It was blowing hard; snow, sleet and cold. I was just about sixteen, and when I climbed aloft and put my hands on the cold iron of the yards, the skin was 'burned,' and the skin felt as though it would come off."

SPRATT'S OILERY. SPRATT'S ARK. "THE BLUFF."

"On Christmas Day I took a walk on the trail which led westwards from the mill. Of course, it is rather hard to say now, exactly, where I got to, but it was such a beautiful fine day that when I got a good long way along the bluff to where the Marine Building at the foot of Burrard Street is now, I turned to look over the inlet, sat resting on a log somewhere above Spratt's Ark—Spratt's Ark was floating near the beach below me—and looked at the few white clouds, the blue sky, and the sun shining on Brockton Point. The scene is very much impressed upon my memory; I was young; it was a day off the ship; a day off in the forest's silence; all by myself, and I have often seen the scene in my mind's eye since.

"And, while I was looking, out from behind Brockton Point came an American sailing ship with *cotton* canvas. She was being towed through, but she looked so pretty with her white canvas, almost pure white, and scraped yards and masts" (wood in natural finish, varnished) "and her white canvas all lashed up in gaskets, white and neat; I say she was an American ship because, in those days, American sailing ships used cotton canvas, which was white in colour, but British and other ships usually used hemp canvas, which is greyish, and not so pretty to look at."

MORTON'S CLEARING. HERRING.

"I don't remember much of an oilery clearing; I recall the log, along top of the cliff, on which I sat, but I am convinced there were no buildings there then, other than the oilery, and I have asked Mr. W.R. Lord about it, and he says the buildings above the oilery were built in 1884, so that explains why I did not see them; the clearing must have been very small, or I would have seen them.

"A few days afterwards we went down to 'Spratt's Ark' in the ship's boat; the mate and two apprentices; we went down to get two barrels of herring at Spratt's Ark; at that time Spratt's Ark was anchored off the 'Oilery,' and had a big house on her. We went to get the two barrels of herring. It was a very frosty morning; there was frost on the thwarts, and we two apprentices wanted to stand up and push our oars, but the mate said sternly, 'You boys sit down,' and so we sat down on the frosty board of the seat, and I recall how cold it felt" (laughing); "I can feel it still.

"We afterwards had that salt herring to eat; it was served out to us; we were short of salt beef; we were bound for Valparaiso; and good and salt it was, too; more salty than salt beef.

GRANITE. GRANITE FALLS. S.S. *RAINBOW*. S.S. *COQUITLAM*.

"We got the herrings off the 'Ark,' she had a great big housing all over her then, and looked altogether different to this photo here of her as flagship of the Dominion Day 1890 yacht races." (See photo C.V. P. Bo. 163.) "That white looking material on her deck in this photo is rock; she got rock up the North Arm at one time. Other times she went to Victoria under her own steam. Wm. Summerville was the engineer on her; he was afterwards on the *Rainbow*—not the warship—at that time she ran up to the Gold Claims at Shoal Bay in the early 1890s. The Union Steamship Company put the *Coquitlam* on to run to the Skeena

River, so in retaliation Captain Johnnie Irving, of the Canadian Pacific Navigation Co., put the *Rainbow* on the run from Vancouver to the logging camps around Shoal Bay. The C.P.R. Company had been running the *Sardonyx* and the *Princess Louise* to Skeena."

SHANGHAI-ING SAILORS. DEPARTURE OF SAILING SHIPS. C.P.R. CONSTRUCTION.

"It was the custom, when ships finished loading at Hastings Sawmill, to anchor them out in the stream, and as they left the wharf, the other ships in port dipped their flags when the tug came for them to take them to sea.

"Well, there was an American ship in port, and a Nova Scotian ship, and when we, the *Highland Glen*, went out to anchor, the two ships would not, actually refused, to dip their flags. The men had skipped out to the C.P.R. construction camps—they were building the C.P.R. at that time. In those days the sailors all came from Port Townsend; you couldn't get any here; the tug brought them up when she came for the ship. We apprentices found out that our captain would take five men only—the mate told us on the quiet—that would be seven hands in all and we wanted twelve.

"So my companion apprentice and I went on the Nova Scotian and on the American, and we said to them, 'Why don't you come with us; why don't you come on a limejuicer'; they called the British ships 'limejuicers' because they served out lime juice every day. 'We got a better ship.'

"So they said, 'How can we get?' And we replied, 'Leave that to us.'

"So the cockney—that was the other apprentice—and I got two men, and hid them. We went over one night and got one off one ship, and one off the other, and we took the two men down to some shacks, or cabins, or guests' houses, or whatever you call them; they were used by Indians and loggers to sleep in, down by where the Ballantyne Pier is now, and the next morning the two men were missing, one off the American ship, and one off the Nova Scotian, and the masters of both ships went to the police, Policeman Jonathan Miller.

"Well, Jonathan Miller, the constable, he came on board the *Highland Glen* and he could not find the two men; he searched and searched, but the men were not there; why? Because they were down in the shack.

"So, the following morning the tug came, and just before daylight, I approached the mate, and asked him if we could have the boat. I suppose he thought it queer; we were just about to sail, and perhaps he thought we two apprentices might run away; anyway, we got the boat. We took the boat, and the tug came with the five men from Port Townsend, and the two we got made seven. So, that's why the American and Nova Scotian ships did not dip their flags to us."

CAPT. W.H. SOULE.

"Many years after I met Capt. Soule, who loaded the ships at the mill, and I asked him if he remembered the *Highland Glen*. And he said, 'Yes, very well,' and then Capt. Soule continued to say, 'I went into the Hastings Mill Store and I got a flag, and I put it on a piece of 2 x 4, and I stood it up on top of a lumber pile, and I dipped that flag to the English ship, and I did that because the others would not.'"

WILLIAM HAILSTONE OF BURRARD INLET.

Westgate,
Bridlington.
March 7—1936.

Dear Mabel:

Following up our correspondence of nearly a year ago, I went further into the matter of the Hailstone family with Mrs. Wilburne of Lansdowne Road and obtained a great deal more information. I hope I am not too late, but since then so much has happened and for months I have had nothing but trouble and I had no time for things like that. So I must ask you to forgive the long delay.