

Early Vancouver

Volume Five

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2011 Edition (Originally Published 1945)

Narrative of Pioneers of Vancouver, BC Collected During 1936-1945.

Supplemental to volumes one, two, three and four collected in 1931, 1932 and 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.

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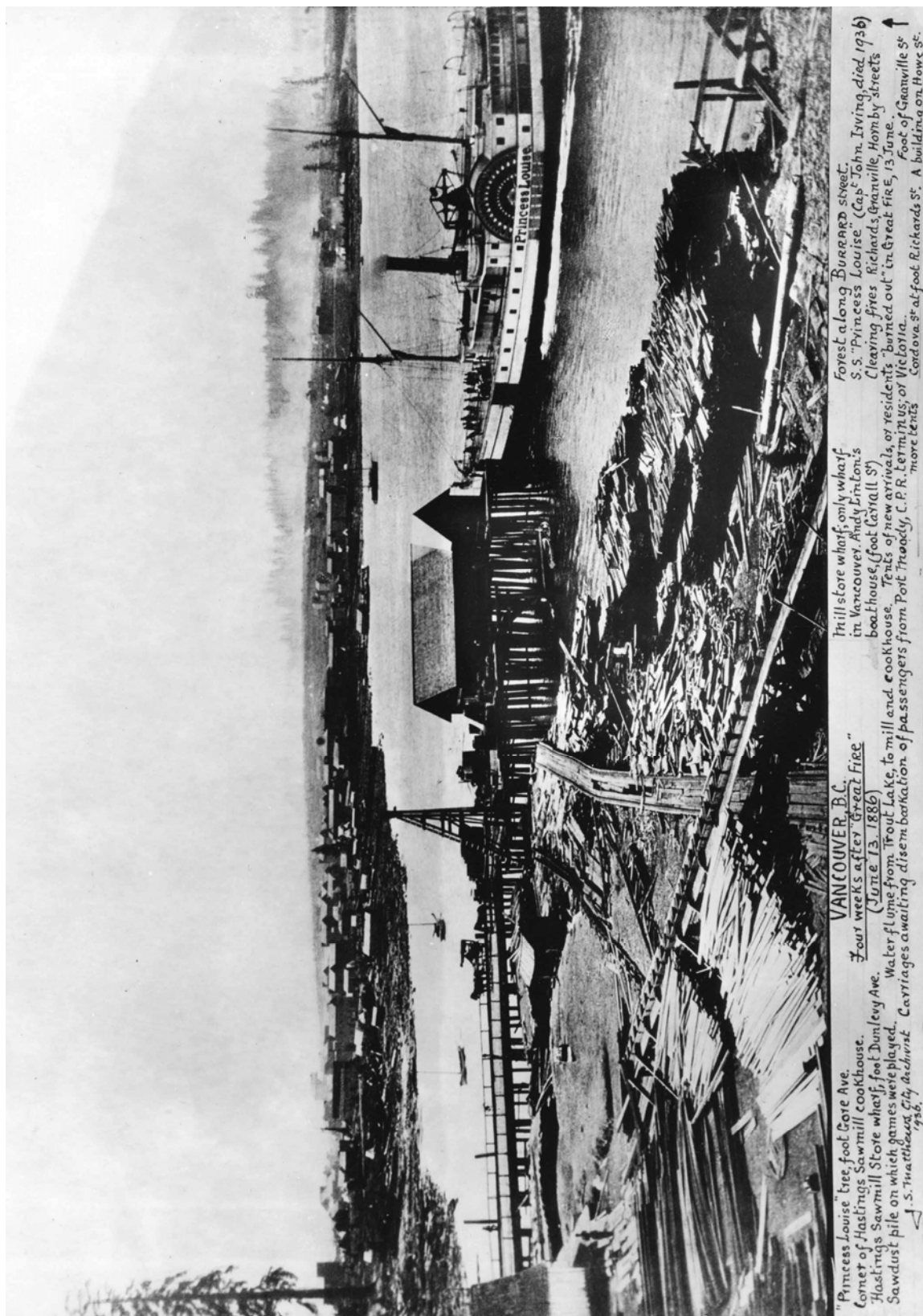
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Item # EarlyVan_v5_035

"Princess Louise" pier, foot Gore Ave.
 Corner of Hastings Sawmill cookhouse.
 Hastings Sawmill Store wharf, foot Dunleavy Ave.
 Sawdust pile on which games were played. Carriages awaiting disembarkation of passengers from Port Moody, C.P.R. train plus more tents
 ↑ S. Matthews City architect 1936.
 Water flume from Trout Lake, to mill and cookhouse. Tents of new arrivals or residents "burned out" in Great Fire, 13 June 1886.
 Four weeks after "Great Fire" (June 13, 1886)
 VANCOUVER, B.C.
 Thrill store wharf, only wharf in Vancouver. Andy Limton's boat house, (foot Gairall St)
 Forest along Burrard street.
 S.S. Princess Louise. (Capt John Irving, died 1936)
 Clearing fires Richards Granville Hornby streets
 Foot of Granville St ↑
 Cordova St at foot Richards St. A building on Howe St.

MEMO OF CONVERSATION WITH CALVERT SIMSON, 9 OCTOBER 1936.

THE GREAT FIRE, 1886.

Mr. Simson said: "Sunday morning I went over to the 'Mission,' now North Vancouver; in those days there weren't many places one *could* go; so we went for a sail. We started to come back for lunch; then the wind got up very strong. We made for Hastings Sawmill, but when my companion jumped ashore on the float he took the end of painter; the other end wasn't made fast, so the boat drifted off, and I had a time getting it back. Whilst doing that I saw the St. James' Church, on the beach, catch fire. I don't think it could have been five minutes until it was gone completely."

ST. JAMES CHURCH. HASTINGS SAWMILL STORE.

"That night the store sold out entirely of crackers and cheese; we had the store open night and day for several days. Some slept that night under the mill, some in my sail boat; some in the store, some in the open."

TUG MAGGIE.

"I have never been able to discover when the tug *Maggie* was built, but when I came in 1884, she was a wreck on the beach just in front of the cookhouse, north of the mill store. She gradually rotted away."

DOGFISH OIL. LOGGING CAMPS.

"Whilst storekeeper at the Mill Store, I used to buy dogfish oil for the logging camps, four gallon coal oil tins; paid one dollar a tin for it. They used it on the skid roads, swabbed it on top of the skid—the bark was peeled off, and it soaked into the wood; then, when the big heavy logs were drawn over by the oxen, the pressure would squeeze the oil out, and the log drew along easier."

LYNN CREEK. HUGH LYNN.

"As to cost? Well, the total cost for grub for the men, and feed for the oxen, both added together, would equal the cost for the dogfish oil; say, perhaps, \$500 per month for each camp—I used to buy 300, 400 or 500 tins at a time from Jack Green; he was on Savary Island, and used two crutches. Hugh Lynn, the son of Lynn, the Royal Engineer, and who lived there, murdered Jack Green, and a man named Taylor, and got hung for it."

LITTLE MOUNTAIN. JERICHO.

"Really, there were two large logging camps only, one at Little Mountain and the other at Jericho. The one at Little Mountain was low down in the float which I think they now call Douglas Park, where the Chinese had a garden afterwards; that was so that the oxen could be turned out to graze in the old elk swamp."

FIRST NARROWS.

"I think this is all wrong about the *Cornelis*" (wrecked, Howe Sound, August 1871) "being the only vessel to ever pass out of the First Narrows under her own sail" (without a tug.) "I met Davidson, the old saw logger, yesterday, and he told me he had seen a full rigged ship coming in under her own sail."

(Note: John Henry Scales, *Early Vancouver*, Vol. 3, also mentions an "only vessel ever to sail in or out under her own sail." Evidently, it was a sufficiently rare event to excite comment. JSM.)

MEMO OF CONVERSATION WITH CALVERT SIMSON, ABOUT 6 DECEMBER 1936.

EAGLE HARBOUR, WEST VANCOUVER. EAGLE CREEK, WEST VANCOUVER. EAGLE ISLANDS, WEST VANCOUVER. PREEMPTIONS, WEST VANCOUVER.

Mr. Simson: "August Neilson took up a preemption down at Eagle Harbour, then Ainslie Mouat, and Ed. Caufield, not Caulfield, engineer at the Hastings Sawmill, started to build a sawmill there; they put all their money in the foundations, and had nothing left for the mill; they put in strong stone foundations; elaborate. That was how it was I used to go down there every Sunday; the three of us in my sailboat; there were some rocks down there, and there was always three or four eagles on them; that's how it got its name; the eagles were fishing, bald-headed eagles, at least, bald-headed when they got old, not when they are young."