

## Early Vancouver

### Volume Six

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

2011 Edition (Originally Published 1945)

*Narrative of Pioneers of Vancouver, BC Collected During 1940-1945.*

*Supplemental to volumes one, two, three, four and five collected in 1931, 1932, 1934, 1939 and 1944.*

### 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 125<sup>th</sup> 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. 6 (Vancouver: City of Vancouver, 2011), 33.

Bibliographic Entry:

Matthews, Major James Skitt. *Early Vancouver*, Vol. 6. 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



Charles Percival, born in Vancouver, he was drowned off the Fraser River, 1910, March 22<sup>nd</sup>, unmarried; he was only 19.

Frederick Melvin, born on Lulu Island, married, and has three children. He lives in Vancouver; he is a lieutenant, looking after recreation, all B.C.; has his office in the old Hotel Vancouver. He was in the Social Service Dept., Vancouver.

William Ross, born on Lulu Island, married, and has three children. He is manager of the Phoenix Cannery at Steveston.

Arthur Edward, born on Lulu Island, married, no children, City Solicitor, City Hall, Vancouver.

Harry Donald, born in Vancouver, married Gertrude Bickle, daughter of the owner of the Coast Quarries; she is a niece of the Chief Justice of Canada; and they have two children.

Frank Nelson, born in Vancouver, married, one child, he is in the automobile license department, cashier, British Columbia. His wife was Rena Stinson of Vancouver.

Grace Edna, born on Lulu Island, she was our second child. She is now Mrs. A.L.P. Hunter, three children; he is a barrister.

“On Friday, 17<sup>th</sup> January 1941, at St. Mark’s Church” (Anglican), “Kitsilano, my granddaughter Margaret Hunter married Frank Holland, a member of the staff of the Great Northern Railway.”

See *Early Vancouver*, Matthews.

**MEMO OF CONVERSATION WITH MR. CHARLES JONES, BRIDGEPORT, LULU ISLAND, SUPERINTENDENT, WATER DEPARTMENT, MUNICIPALITY OF RICHMOND, WHO KINDLY CALLED AT THE CITY ARCHIVES, 22 JANUARY 1941.**

**FIRST TOWN HALL, RICHMOND.**

Mr. Jones said: “The old Town Hall stood on the southwest corner of Church and Seventeenth Road; that means the ‘River Road’ on the Brighthouse Estate; right directly opposite the old Presbyterian Church, now the Richmond United Church, and on the former site of the old Town Hall, now stands ten auto tourist cabins. I joined the Richmond Municipality service in 1911, have been with them continuously since; attended Council meeting in the old Town Hall, and saw it burn down January 1<sup>st</sup> 1913. At that time Mr. Charles Blyth was Municipal Clerk, followed by Mr. Samuel Sheppard. Minutes of the Council meetings were put on a blackboard with chalk, and the clerk used to shout to the men in the workshop, which was in the front of the same building, ‘Don’t make so *much damn noise*.’” See photo No. C.V. P. Out. 254.

**INDIAN GRAVES. WOODWARD’S LANDING.**

“One day we were digging a trench for a water main on the property of Mr. James Gilmour on the South Arm, west of Woodward’s Landing, and east of No. 4 Road, and when we got down about three feet, we struck a board in a shell dump. Further excavation brought to light a stone pestle and mortar, a big flat stone, about, I should think from memory, about twelve inches square, hollowed out, and a spearhead of bone; no barb on it, but it looked like a tusk which had been split; also the skeleton of a deer. Still further excavation was stopped on account of our getting onto the Canadian Northern Railway right of way, which had recently been put through. I have the pestle and mortar and spearhead in my home. I will give them to the citizens of Vancouver to keep for posterity to look at.”

**FIRST BRIGHOUSE FIRE BRIGADE, 1919.**

“There was a volunteer fire brigade at Steveston in earlier days than mine, and we have the old hand pump, horse drawn; it would take about twelve men on the ends of a walking beam to work it; we have it at the Municipal Hall at Brighthouse yet, and taking good care of it although it is never used.

“But the first fire brigade at Brighthouse was also a volunteer fire brigade; here is a photograph of it taken outside the Municipal Hall at Brighthouse. The names of the men from left to right are Levi Fair, farmer; James Cherry, municipal truck driver; Charles Jones, that’s me, water staff; John Cosens, farmer, now near White Rock; G.H. Anderson, bricklayer, at Brighthouse; Rev. Nixon, formerly minister of the old

Presbyterian Church. The Deputy Chief was James Herd of Garden City, now road-master of the B.C. Electric Railway Co., and the Fire Chief was Edwin J. Ackroyd, now has an electric shop on Oak Street, Marpole." See photo No. P. Out. 255.

#### **C.P.R. TELEGRAPH. OLD HOTEL VANCOUVER.**

"I joined the C.P.R. telegraph as operator, old Hotel Vancouver, 1903, and remained, the last one there, until it was pulled down; then I was transferred to the C.P.R. Depot."

#### **MEMO OF CONVERSATION WITH MR. W.A. GRAFTON, 542 WEST 63<sup>RD</sup> AVENUE, FORMERLY OF GRAFTON BAY, GRAFTON LAKE, ETC., ETC., BOWEN ISLAND, AND OF CITY HALL STAFF, WHO CAME TO THE CITY ARCHIVES CARRYING A LARGE BAG FULL OF THINGS, 29 JANUARY 1941.**

##### **PILOT SLOOP *CLAYMORE*. SKUNK COVE PILOTAGE. PILOT BOAT FLARE.**

Mr. Grafton said: "This can is the pilot flare used on the pilot boat *Claymore* by the pilots out in English Bay to signal a sailing ship at night. It came with the *Claymore* when she first came out there near Point Atkinson and anchored awaiting to pilot ships; you see, prior to that the pilots came aboard at Victoria, or lived there.

"We used to fill this can with the handle about half full of coal oil, and put in a tablespoonful of turps" (turpentine); "the turps so that it would light quickly. In those days we used fusees; we could not use ordinary matches; they would not light the coal oil flare in a storm; we had to set it alight. This holder, with the grating fire pot at the end. We put asbestos in that fire grating, and then dipped the flare in the coal oil, and then set the fusee to it, and then when it was alight, waved it slowly backwards and forwards in the darkness on the *Claymore's* deck, and that let the sailing ship wanting a pilot know where we were. It was used when the *Claymore* first came up about 1889; we signalled by waving it backwards and forwards over our head, or in front of us. Then when we had finished signalling, we put it out by returning the handle and flare head first into the can, and the coal oil drowned it, and it went out. The top of the grating is broken, but it used to screw on, and that held the asbestos, which soaked up the coal oil, in place."

##### **CHINESE SCALES.**

"When the Chinese brickmakers left Bowen Island" (Deep Cove) "brickyard, they left this rod and brass pan behind; it works like our steelyards work. I don't know what they used it for."

##### **SHIP *MARTHA* IN GLASS BOTTLE.**

"This little toy ship, built inside this glass bottle, and you see, it's the *Martha*, the flag on the mast is marked 'Martha'; that's what the sailors used to amuse themselves making. They build the little toy ship, then push it inside the bottle, and pull up the masts and yards with one string. I got it from some sailor about 1900, and they used to amuse themselves on long voyages making them."

##### **GLASS BOTTLE CURIOSITIES, FLASK.**

"I don't know where I got these two bottles; you see, one is covered so as to look like a potato, and the other covered" (pint size) "so as to look partly like a broken bough of a small tree; very cleverly done. And this of course is just an ordinary advertising flask for whisky; they gave them away. I don't know much about the two camouflaged bottles. I got them somewhere when I was on the pilot boat."