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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Dutch barge "Cornellis", of Amsterdam, B.H. Boer, master, arrived Burrard Inlet 24th June 1871, loaded lumber at Hastings Sawmill for Valparaiso, Chile, and left Aug. 11; only vessel over sail through.


Photo loaned by Miss Lanson, M.B.E., Victoria.

J.T.N. 1871

Hastings Sawmill, Burrard Inlet, probably 1871.

- Log mill store warehouse, New store, First floor, Hastings Institute, Capt. Ratnam's cottage.
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.


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.


10. First house Mr. Alexander lived in, afterwards occupied by the office men as a bachelor’s hall; theyroomed there. Henry Newton, James McColl and Ainsley Mount (who died there) were among those who lived in the building.


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 fylers 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.”