

Early Vancouver

Volume Five

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

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.

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

Bibliographic Entry:

Matthews, Major James Skitt. *Early Vancouver*, Vol. 5. 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



MEMO OF CONVERSATION WITH HENRY S. ROWLING, WHO CAME TO SOUTH VANCOUVER IN 1868 TO HIS FATHER'S MILITARY GRANT OF LAND.

PEMBERTON TRAIL. SEYMOUR CREEK TRAIL.

Mr. Rowling said: "The reason the Seymour Creek trail was a failure was because the cattle got sore feet. The cattle had been raised on the Pemberton Meadows, on the soft ground, and had soft feet, and when they got on that hard trail, the gravel and rocks made their feet sore, they lay down, and would not walk."

OXEN.

"I often thought they might have shod them. We did it, but I was never good at it myself; their hooves are thin. We used to put a band under their bellies and haul them up off the ground, then shoe them."

MEMO OF CONVERSATION WITH MRS. (CAPT.) H. SACRET, 415 TENTH AVENUE EAST, ONE OF THE EARLIEST SETTLERS OF MOUNT PLEASANT, AT CITY ARCHIVES, 19 JANUARY 1937.

WILLIAM JOHN ALLEN.

Mrs. Sacret said: "My father, William John Allen, builder, came to Vancouver from Emerson, Manitoba, together with my mother, Elizabeth, who died September 6th 1936" (see Obituary Book, page 146), "and we resided on Hornby Street for a period, and then—before the street cars ran up the hill to Mount Pleasant" (November 1891) "—we built at home at 23" (West) "Twelfth Avenue, and we remained there until Father's death about 1924. Father never filled any public office in Vancouver."

W.J. ANNAND. FIRST AUTOMOBILE WEDDING. FIRST AUTOMOBILE BUSINESS.

"W.J. Annand, my brother-in-law, who has a grocery store now at the corner of 16th Avenue and Cambie Street, had the first automobile business in Vancouver, in the old wooden building still standing on the south side of Hastings Street, just east of Columbia Street." (See Fire Insurance map of Vancouver, 1889, where it is shown as a "livery" stable.)

"My wedding was the first automobile wedding in Vancouver." (Captain and Mrs. H. Sacret.) "It was a kind of cold wedding, too, in an open car, and they played all kinds of tricks upon us; white streamers behind and all that sort of thing, and the car was open and as we drove down to the Seattle boat at the C.P.R. wharf, everybody could look at us seated high up in the motor car without any protection from wind, weather, or their gaze. We were married by the Rev. John Hethington, Methodist, at 23 West Twelfth Avenue, 14th September 1905, and drove down to the *Princess Victoria*; I think that was the boat; we were going to Seattle for the honeymoon. It was the first four-cycle engine in Vancouver. The Governor-General, Earl Grey, had a ride around the park in it in 1909. W.J. Annand came here about 1898, and started a bicycle store; at first, a little way up Hastings Street" (to the east) "and then he went in with the Starks, and moved down the street a little to the old livery stable I spoke of; that was before I was married on September 14th 1905. Mr. Annand was in the bicycle business, and then went in with Willie, Walter and Ernest Stark" (Vancouver Cycle and Auto Co.) "and then they brought out a car, a little one at first, and then the big red one."

FIRST STARK AUTOMOBILES. "THE ROLLING PEANUT."

"Automobiles would never run in those days; they would get stuck, and people would pass remarks; call to us, 'Get a horse,' jeeringly. They called the first little one we had the 'rolling peanut.' I used to stop at the store" (Vancouver Auto and Cycle Company) "on Hastings Street, and they" (Mr. Annand or Mr. Stark, partners) "would send me home to Mount Pleasant in the car. It used to bump up and down, especially when going over a crossing" (when Vancouver had macadam roads, and the crossings at street corners were three boards, twelve-inch planks side by side, and the earth used to wear away on each side of the crossing.)

"I had to sit in the only seat beside the driver, and there was nothing to hang onto, and I did not like to hang onto him; oh, it was terrible; you couldn't hang onto a man out in the street with passing pedestrians on the sidewalks to watch. They used to say at the shop, 'Take Miss Louie home in the peanut,' and I did not know the 'boys' who drove; it was terrible. Billy Stark is the only one of the Stark boys living."

"Capt. Sacret is on the Hudson's Bay steamer *Silverpalm* now."

Unrevised, J.S.M.

Note: a postcard photo of the wedding automobile shows Earl Grey and three ladies, with Stark as driver, in front of the "Hollow Tree" in Stanley Park. (See photo C.V. P. Trans. 27.)

MEMO OF CONVERSATION (PHONE) WITH MR. J. FRED SANDERS, 1232 WEST FIFTEENTH AVENUE, VANCOUVER, 25 FEBRUARY 1937.

Son of Alderman Edwin Sanders, member of City Council, 1887, and 1895 (by-election), and brother to Mrs. S.H. Ramage, 2415 Alder Street, Vancouver.

ARRIVAL, FIRST TRAIN, VANCOUVER, 23 MAY 1887.

Mr. Sanders said: "I was born in Winnipeg, April 30th 1882, and came with Father and Mother to Vancouver, via Portland, Seattle and Victoria in March 1886. Father was an alderman on the Council of 1887.

"I was only five years old at the time we went down to meet the first train to arrive in Vancouver, and don't remember very much about it, except that Father often impressed upon us that we had been there, and had witnessed the inauguration of a great Imperial service. My sister, Mrs. Ramage, was with us when we met the train, but my wife was not. She was not here then."

FOR ILLUSTRATIONS.

See *British Columbia*, Biographical, Vol. IV, page 556 and 612 for illustrations of Mr. Edwin and Mr. J. Fred Sanders, and narrative.

MEMO OF CONVERSATION WITH JOHN HENRY SCALES, TODAY THE CITIZEN OF VANCOUVER WHO SAW BURRARD INLET EARLIER THAN ANY LIVING PERSON, ONE OF THE CHILD PASSENGERS OF THE *THAMES CITY*, APRIL 1859, OF 3520 MAIN STREET, VANCOUVER, AND WHO VERY KINDLY DROPPED INTO THE CITY ARCHIVES, CITY HALL, AND REMAINED CHATTING FOR ABOUT TWO HOURS, 14 JANUARY 1938.

Note: Mr. Scales is 84, came alone by street car, looks a picture of health, a clear facial complexion with tinge of colour, a mustache almost but not quite white, and slightly drooping at the ends; considerable hair almost white, a tolerably firm step for a man of his age, and a happy smile.

He tells me Mrs. Scales is not so well; has been confined to her bed since just before Christmas; overdid it—they have been married fifty-three years—but is a little better today.

FOREST FIRES. THE BLACK TRAIL.

Major Matthews: Mr. Scales. You were born on the 26th June 1854, so that you must have been nearly five years old when you arrived, and ought to remember things pretty well; what forest fires can you recollect about here?

Mr. Scales: "Between here and Westminster? Well! That fire that came through there, I think started up near Port Moody, and came through back of New Westminster, at the back of the town; it cut around the place where the Royal Columbia Hospital is now at Sapperton; burned two houses down and passed right through at the back, between Westminster and Burnaby Lake; you can see the marks there yet; the tall black tree stumps, high ones, along there by the interurban, the Vancouver-Central Park interurban electric railway line; the fire passed right through there; it took everything before it, timber and everything; *it was an awful fire.*" (See *Early Vancouver*, Vol. 3, "Black Trail.")

"Father had a piece of property about two and a half miles out of town" (Westminster) "on the road to Port Moody, out Burquitlam way, just about where the road turns off at an angle to go to Port Moody. You go past Sapperton, down the hill, across the bridge over the Brunette, up the hill; there was a stream at the back running into the Brunette. We were kids; Mother, Father and the four of us children were out there—it was before George was born" (note: George is supposed to have been born June 24th 1865 and, it is