



Portion of Vancouver's Wharfedale District, showing Burrard Inlet and Coast Range Mountains in the distance.

## FOREWORD



It is impossible, of course, to provide in the space included in the Annual, information to cover all questions that may be asked, but it is hoped that the contents will be useful to many interested persons.

In the matter of illustrations, the compiler has endeavored to include such as will together convey a fair impression as to the present appearance of the city. But it is only fair to say that those herein published could be in all respects duplicated—by views quite as attractive as those used.

It may seem extravagant to claim for any City all the factors that enter into the building of a metropolis, yet this can be asserted in behalf of Vancouver.

Its location and site, its harbors and other natural advantages respecting transportation; its climate, water supply, scenery and other features interesting to homeseekers and tourists; the extent and the fertility of the soil of adjacent agricultural sections, the wealth of the fisheries, forests and mines of which Vancouver is the market place, together constitute a catalogue of advantages that it would be difficult to extend or to enrich.

That such favorable circumstances exist is proven by the visible product of their very partial exploitation, as presented by a city less than 25 years old having a population of considerably over 100,000, and growing now more rapidly than ever before.

But no one knowing the circumstances doubts that the future of Vancouver is certain to be more remarkable than its past. The conditions responsible for its prosperity are increasing in number and in influence. Its first effective forward step was taken when Canada's first transcontinental line established here its Pacific terminus. This insured to it a large amount of business even in the years when the C. P. R. handled little else than through traffic west of Winnipeg, and had its chief reason for existence in the British Empire's need of an alternative roadway to its overseas Dominions. Fourteen or fifteen years ago, however, the illimitable wheat growing possibilities of the Canadian prairies began to be appreciated and developed—and now the C. P. R. traverses one of the most productive territories on the earth.

Five or six years later it was realized that the fertile belt of Canada West was much too wide to be efficiently served by only one through line, and since then two other transcontinentals, the G. T. P. and the C. N. R., have

built across the Provinces of Manitoba, Saskatchewan and Alberta, and are now pushing construction through British Columbia to the Coast.

These lines have Vancouver as their Pacific Coast objective; the G. T. P. will also have a coast terminus at Prince Rupert, about five hundred miles north of Vancouver. This latter city is bound to become an important center, as will other points in the Province reached by the Grand Trunk Pacific and the Canadian Northern Railways.

The opening of these new areas in the Middle West and in Northern British Columbia will add enormously to the business of Vancouver, which in the nature of things must continue to be the commercial and financial centre of the Province. This is not by any means intended to imply that there are not now other important and promising business centres in the Province or that other such communities will not spring up in the future.

The Province of British Columbia is of imperial dimensions and fabulous wealth.

There are numerous comparatively small sections of it each of which will ultimately sustain centres of population as large as any of those now existing, so that the prospects and possibilities of a person seeking an opening in British Columbia are far wider and more varied than could under any circumstances exist in any one community.

That the chief city of the Province will continue to be Vancouver, no one disputes. The Vancouver of the future of course will be as unlike that of today as the latter is unlike that of 20 years ago. Its area will include the territory between Burrard Inlet and the Fraser River, and east from the Coast many miles inland. On the north side of the Inlet is now North Vancouver, which, with its adjacent territory and having regard to its relation to Vancouver City, offers a most remarkable combination of business and tourist attractions, which city will doubtless ultimately be part of Greater Vancouver.

Already in effect the cities of Vancouver and New Westminster are one community, and the day when a person may walk on cement pavement from one to the other is within easy range of even the least optimistic student of the trend of current events.

This great city will have within it the terminals of at least five transcontinental lines of railway. From its ports will be shipped the product of the Alberta and Saskatchewan wheat fields that will find through this port and the Panama Canal the easiest and cheapest road to the markets of the world.