

be foolish enough to pre-  
g new about itself.

the permanent amalgam of  
British Columbian, the Can-  
merican, and the Oriental?  
must be capital. It must  
But there must also be  
st of them will be either  
Oriental. You cannot say  
olutely dominant. Neither  
he unexpected may defeat  
ancouver spirit may receive  
ive it a character different  
day. Whence will it come?  
isher is broad and deep on  
ectly you leave the station.  
the left. The phenomenon  
en Victoria was a Crown  
Canada as Tasmania; the  
e educated Victorian the  
leas of "home" as different  
erence basin as the East is  
ish rule of the road has its  
d in hotel life. The aspect  
sometimes demonstrative in  
immigrant aspect. When it  
essive it still shows a sense  
everent imitation. In Van-  
mes its turned-up trousers  
which, in good sooth it has  
ess at nine thirty. It has a  
estowing the stores of its  
ing sojourner. It is too  
s to be all the time talking  
it is British through and  
its experience on this con-  
British Columbia.

e, honorable; occasionally a  
nadulterated, can never be-  
nating force in any Western  
asticity it can easily become  
its sterling basic qualities.  
that it would be ungracious  
iticism. Adaptability is one  
the widest kind of success  
It has a knack of enlarging  
In Vancouver it is winning  
ot a rather ominous object-  
ne might glory unrestrained-  
feeling sure there was nothing  
Empire.  
say that the comparative  
philosophy was sound if, his  
s soon as you look around in  
a you observe the effects of  
nder what its direction will  
in to understand Vancouver,  
Seattle, and get a glimpse of  
at impossibilities. I asked  
formed men to describe the  
could not do it satisfactorily  
Mr. Yandle, the secretary of  
ommerce, what was the most  
that city. His answer was  
the people here get what they  
Seattle spirit."

tell me how there was a con-  
n companies to side-track  
na. Fourteen years ago you  
or Seattle from any distant  
a population of over 200,000.  
r has been built in her  
ota" and "Dakota," the two

largest freighters in the world, trade to and from her  
docks. She has made the Yukon-Alaska trade her  
particular province. A Totem pole, appropriated from  
some corner of the far north, adorns the heart of her  
activity, as a sign of the length of her vision and the  
strength of her arm.

In 1909 the Alaska-Yukon-Pacific Exposition will  
make the city's achievement and ambition the talk of  
the continent. Six hundred thousand dollars of local  
money was subscribed in one day to set the Exposition  
scheme finally a-going. Workmen subscribed,  
Japanese came in, left their thousand dollars apiece  
and went out to get more. The chief of the Exposi-  
tion Publicity Department is a youthful Mr. Merrick.  
He is getting news about the Exposition into five  
thousand newspapers, at a cost absolutely trifling,  
compared with the advertising bills of a successful  
pillmaker. In Vancouver they tell you that Seattle  
captured a great deal of the north trade that should  
have come to Vancouver. It is true enough. The  
Seattle people got what they got after.

#### There Are Impossibilities, But—

It is not possible for Vancouver to do what Seattle  
did. The "Dakota" on one trip to Japan took seventy  
locomotives, and cars enough to make up six freight  
trains. The export of wheat, via Puget Sound, has  
been great. The proposition to build a grain elevator  
at Vancouver has only just been made. The future  
market for Alberta winter wheat is in the Orient. But  
two years ago the commodity was a negligible, an un-  
known quantity.

We are a great country. The difference between  
us and our neighbors is that, while they are great and  
know they are great, they are not quite so stupendous  
as they think they are; we are great and are greater  
than we think. I wish I had thought to say so much to  
a prominent Vancouverian, who, instead of having  
the right ideas about the development of wheat and  
flour exports to the Orient, dismissed the subject with  
"I don't see why they can't grow their own wheat."

There cannot be exactly the impulse behind Van-  
couver that there was behind Seattle. The C.P.R. has  
made Vancouver. The C.P.R. is not everything; even  
though it have the best orchard in British Columbia.  
For long enough accommodation was ahead of traffic.  
The live West and Winnipeg was a fine prospect—  
sometimes scarcely that. The trade with China and  
Japan and Australia had to be made out of nothing.  
Much has been accomplished. What can be done is  
more. The example of Seattle talks powerfully.

#### Yankee Invasion is Remote.

The Yankee has not invaded Vancouver as he has  
swarmed into Winnipeg. Conditions in the two cities  
are dissimilar. The middle western states poured  
growers of grain into Canada. Handlers of grain  
overflowed into the grain capital as naturally as day  
follows night. To the same extent this has not hap-  
pened in British Columbia. Americans are remarkably  
strong in the Boundary mining district. Vancouver  
is not a mining centre, and does not give much at-  
tention to mining affairs. The American lumberman  
has come in and shown the older hands how to make



This picture is of the Original Canadian Pacific Wharf at Vancouver; It Was Taken Twenty Years Ago. The Tree  
Stump in the Right Hand Corner is at the Eastern End of the Site on Which the Terminal Station, Shown  
at the Head of This Article, was Built. The Transformation Since 1887 is Best  
Illustrated by the Pictures and Map on Pages 1140 and 1141.