

2nd. The North Vancouver side of the harbor has twice as much serviceable seaboard as the other, or south side.

3rd. The North Vancouver side has still enough unapplied seaboard to accommodate many railroads, whereas a railroad shipping base on the southern shore is now virtually unobtainable.

As opportunity may have been wanting for close observation of the harbor, the following remarks are added: Owing chiefly to the form and character of Burrard Inlet, North Vancouver is bounded on three sides by navigable water and has, virtually, over forty miles of continuous shoreline, of which twenty-one miles are either suitable for or adaptable to wharfage and shipping. Of the frontage on the south or Vancouver side of the Inlet, about nine-and-a-half miles are serviceable for shipping. As the Canadian Pacific Railway is built upon and (along with the Great Northern Railway) controls almost this whole useful shoreline, it is doubtful whether at any practical price an adequate independent footing for shipping operations is available on the Vancouver side for a competing road or company. On the North Vancouver side there are still over sixteen miles of adaptable water-frontage unappropriated by railroads or other industrial enterprises—enough to accommodate a dozen roads without cramping other industries.

NORTH VANCOUVER AS A RAILROAD BASE.

Not only has North Vancouver a preponderance of frontage on the best western haven of Canada, so great as to ensure its future eminence, but establishments on its wharfage levels have been, and are, sought by railroads as only the advantages of a first rate port are sought.

The North Vancouver side of Burrard Inlet narrowly missed being the terminus of the Canadian Pacific Railway. Its great shore-length was foreseen to be of ultimate importance, but to reach it by straight route from the East, it would have been necessary, at considerable expense, to bridge the North Arm of the Inlet just five miles above the railway company's terminal wharves. The trans-continental road had cost heavily, the juncture was very inopportune for avoidable outlay, a large land bonus was offered by the Provincial Government if the railway were located on the south side, and twice the water-front of the northern littoral was reluctantly passed by for the less extensive but more economically reached southern side of the Inlet.

THE V. W. & Y. RAILWAY.

The first stage of the Vancouver, Westminster and Yukon Railway is now delimited by plans filed in the Provincial Registry Office