

have had as bad a time in Vancouver as everywhere else.

On the same north shore is a magnificent town site. Part of it was cleared nearly twenty years ago in anticipation of rapid city development. In a News-Advertiser of December, 1888, there is a fine article describing what North Vancouver would be in five years. There was to be a bridge across the Second Narrows; and every asset of a flourishing city. The seer has been in his grave these many years. He was ahead of the times,—that is all.

As forerunner of the bridge there is already a telephone line. Inside the municipal boundary, where a single road was incontinently laid out long ago, there is a five-mile electric railway for the service of about twenty-five hundred people. A superb water-supply comes from the hills, at a reasonable price. There is brisk demand for sites for houses. Next summer will see a great increase in homes. The Hill interests which control the V. W. & Y. Railroad, will, I have excellent reason to believe, bridge the inlet and utilize the water front. Vegetation on the southward slope is two or three weeks earlier than across the harbor, and except close to the shore, fogs are unknown.

He does well who is just ahead of the general movement. Sixteen years ago was too early a season for settlement in North Vancouver, unless one were stocked with about thirteen years' supply of patience. Vancouver itself was not sufficiently occupied to produce an overflow. British Columbia was scarcely sprinkled with people. Trade with the Orient was still only a struggling possibility. The Yukon, as a money maker, did not exist. Canada herself did not feel sure of her importance.

Not a Nation—Yet.

We have changed all that. You can discuss chances for the next decade without consciously screwing your courage up to the expectation point. You may count on the other fellow regarding your anticipations as compounded of truth and soberness. Vancouver in winter time, and especially with more snow on the ground than has been known since 1893, is not conducive to poesy. But there was excuse for the enthusiasm of the fine fellow, who took me to the heights of North Vancouver, and pointed out the great expanse of city, the gateway to the unexplored riches of Far Cathay, the conjunction of land and ocean transportation, the smoke from factories that are in their lusty infancy. Said he:—

"Methinks I see in my mind a noble
And puissant nation, rousing herself
Like a strong man from sleep, and shaking her invincible locks,
Methinks I see her as an Eagle
Mewing her mighty youth
And kindling her undazzled eyes at the full mid-day beam."

Nobody is looking for a Coast nation. "Province" is a word that does not fit the situation very well. British Columbia is so distinct a factor in the Dominion that you have to make yourself think of it as tributary to Ottawa. This is primarily a business sketch, and its speculations must not be political. But the drift of commerce is so much a part of the drift of population and the development of socio-economic sentiment, that, with regard to Vancouver, you cannot size up its prospects without taking into account some tendencies which, in older communities, are incidental results of growth, while here they may be of the very essence of expansion. If you could accurately gauge the inter-relations of the five major influences which are working to produce the real Vancouver—the entity which is rather elusive at present—you could feel almost qualified to prophesy on your own account. Vancouver scarcely pauses to size up its own conditions. Even if the onlooker sees the best

of the game, he should not be foolish enough to pretend to tell a city something new about itself.

Chances in the Amalgam.

What is going to be the permanent amalgam of the five elements,—the British Columbian, the Canadian, the British, the American, and the Oriental? To extend business there must be capital. It must come largely from outside. But there must also be people from outside. Most of them will be either British or Canadian—or Oriental. You cannot say that either element is absolutely dominant. Neither may win the primacy. The unexpected may defeat everybody's ideas. The Vancouver spirit may receive some infusion that will give it a character different from what it looks like to-day. Whence will it come?

The mark of the Britisher is broad and deep on Vancouver. You see it directly you leave the station. Vehicular traffic passes to the left. The phenomenon is a relic of the days when Victoria was a Crown Colony, as separate from Canada as Tasmania; the days which gave to the educated Victorian the accent of Pall Mall, and ideas of "home" as different from those of the St. Lawrence basin as the East is from the West. The British rule of the road has its concomitant in business and in hotel life. The aspect of the Briton is large and sometimes demonstrative in Winnipeg. But it has an immigrant aspect. When it is tempted to become aggressive it still shows a sense of impending chaff and irreverent imitation. In Vancouver, its accent, sometimes its turned-up trousers have a proprietorial air, which, in good sooth it has paid for. It begins business at nine thirty. It has a certain leisureliness in bestowing the stores of its knowledge upon the passing sojourner. It is too shrewd and too prosperous to be all the time talking of the old country. But it is British through and through, especially where its experience on this continent has been confined to British Columbia.

Worth of Comparison.

It is conservative, safe, honorable; occasionally a little slow. Its genius, unadulterated, can never become the permanent, dominating force in any Western country. With greater elasticity it can easily become very powerful, because of its sterling basic qualities. I would particularize, only that it would be ungracious to repay kindness with criticism. Adaptability is one of three qualities vital to the widest kind of success in a Western country. It has a knack of enlarging itself. It begets courage. In Vancouver it is winning its way. If there were not a rather ominous object-lesson to the southward one might glory unrestrainedly in what has been done, feeling sure there was nothing quite like it in the British Empire.

Cecil Rhodes used to say that the comparative was everything. His philosophy was sound if his expression was faulty. As soon as you look around in southern British Columbia you observe the effects of Yankee influence, and wonder what its direction will be a little later on. To begin to understand Vancouver, you must take a trip to Seattle, and get a glimpse of the product of laughing at impossibilities. I asked several extremely well-informed men to describe the Vancouver spirit. They could not do it satisfactorily to themselves. I asked Mr. Yandle, the secretary of the Seattle Chamber of Commerce, what was the most remarkable thing about that city. His answer was instant and complete. "The people here get what they get after. That is the Seattle spirit."

Alaska-Yukon-Pacific.

Then he went on to tell me how there was a conspiracy by transportation companies to side-track Seattle in favor of Tacoma. Fourteen years ago you could not buy a ticket for Seattle from any distant point. Now the city has a population of over 200,000. A first-class man-of-war has been built in her shipyards. The "Minnesota" and "Dakota," the two

largest freighters in the docks. She has made particular province. some corner of the far activity, as a sign of strength of her arm.

In 1909 the Alaska make the city's achievement the continent. Six hundred money was subscribed scheme finally a Japanese came in, left and went out to get the tion Publicity Department. He is getting news a thousand newspapers compared with the a pillmaker. In Vancouver captured a great deal have come to Vancouver Seattle people got what

There Are Impossibilities.

It is not possible did. The "Dakota" of locomotives, and cars trains. The export been great. The property at Vancouver has on market for Alberta within two years ago the known quantity.



This picture is of the
Stump in the River
at the