

VANCOUVER-TO-DAY

TWENTY-FIVE YEARS only have sped since Vancouver's population, including all hands and the cook, counted one thousand persons. In 1887 first train came in from the East. Then Vancouver pawned a little and grew—slowly.

An institution is but the lengthened shadow of a man. The lengthened shadows of many men make a city. Vancouver has the men. There was a time when she had only one man, and to him full credit should be given. Every Canadian town has had its first white settler. Vancouver's was John Morton, lately deceased. He was the first settler. He inhabited a log shack near the waterfront where a big trading company sells tea today. The land he owned on Burrard Inlet is now worth in spots four thousand dollars per front foot. John Morton owned the land on which the business district of Vancouver now stands before the real estate agent's blueprint was invented and before the word "boost" was added to the English language. The East line of Stanley Park was the west boundary of his land, its north boundary was the Inlet; Burrard street was the East boundary, only Burrard street was a moccaslin trail then. The South boundary of his little farm was English Bay and False Creek. The Morton estate owns some of this land yet—a few feet of it. John Morton often referred to the pioneer settlement on the Inlet called Navvy Jack's, also called Gassy Jack's, also called Gastown, also called Granville, a mean little village of two dozen rickety shacks slouching among the stumps in a little clearing. This was Vancouver's beginning. It was not so very long ago. Morton came in 1862; only half a century has elapsed since then.

Vancouver is a modern metropolis. It is modern because it is new and has been built as men build cities today. It has no traditions except the tradition of success. It has only one dominating perspective—success.

Vancouver is draining from the world two thousand people every month. On ground where five years ago the trees were uncut there are now stores and houses; where there were two-storey buildings there are now structures eight or nine storeys high. The cities of Canada have broken all records with their constructive steel orders for 1911. This city alone has ordered thirty-five thousand beams of structural steel. Comparison of the months of 1911 with those of 1910 show in building expenditure a tremendous increase in nearly every instance, and in some months the figures are doubled.

In everything potential for a city's greatness this infant, crotched in the hills, is wealthied like the fabled cities of the East. Ships lie banked along the wharves, each emptying its commerce and swallowing a load for burden to world-scattered ports. No seaport in America has such a wonderful harbor. The possession of the harbor alone would make Vancouver a city thrilling with trade. Railways girt the city in steel. Vancouver is a divisional point on the world's greatest equator of traffic.

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