



Seattle Street, Looking North, C. P. R. Station at First.

necting with Puget Sound and Alaska, and a large mosquito fleet engaged in carrying supplies to and from the logging camps, mining camps and salmon canneries of the coast of the mainland and Vancouver Island.

THE NUMBER OF SEA-GOING VESSELS

For the fiscal year 1908-9, was: Inwards, with cargo, 1,193; tons register, 1,055,450. Outwards, 1,131; tons register, 1,071,701. Vessels engaged in the coasting trade: Inwards, 4,795; tonnage, 1,191,103. Outwards, vessels, 4,489; tonnage, 1,315,508. Total (including vessels in ballast), 12,873; gross tonnage, 5,123,424. These figures are much increased during the current year, the returns of which are not yet published.

The City Externally

Externally, Vancouver has the appearance of a metropolis. Its business thoroughfares are wider than those of any other city in the northwest. Everywhere there is a sense of space, of room for growth, expansion; everywhere is full of enthusiasm; it seems to be caught out of the air; it is a city of energy directed by purpose. Along Hastings and Granville Streets, the two leading thoroughfares, buildings of steel and granite rapidly are replacing brick constructions of the last decade. Twice in twenty years has the Post Office moved to new quarters to accommodate increasing business, and now the handsome granite building just completed is cramped for space. Good buildings

are being torn down to make way for skyscrapers. Warehouses are growing from little corner buildings into blocks of brick. Small factories are growing into manufacturing plants. Everywhere steel pinnacles are pointing into the air, marking out the place where a new office building or apartment house is responding to an immediate need. On nearly every corner along Hastings Street stands a bank with its capitalization set down in seven figures. Every fortnight adds a new hotel to accommodate the influx of investors and tourists. In all, Vancouver has 40 hotels and 35 banks, sixteen of them head offices and nineteen are branches. Additions are being added month after month to Vancouver's wholesale and retail establishments, and its street and sidewalk mileage increases so rapidly that the statistician is compelled to revise his figures week after week to keep pace with it. To-day Vancouver has 109.79 miles of macadam roads, 13.08 miles of pavements, 79.54 miles of cement walks, 136 miles of plank walks, 1.645 miles of paved lanes, while it has 91.22 miles of sewer. Vancouver street railway has a total mileage of 38.17 miles, and the interurban has a mileage of 42.53, which does not include the 34 miles trackage to Chilliwack recently completed. Vancouver's buildings offer a pleasing contrast to the buildings of other cities that have not passed through but the first stage of municipal development. It has taken other cities a century to build with the solidity and permanency that Vancouver has built in twenty-five years. The business streets are solidly built. There are only one or two frame structures in the business center that have not already given way to modern construction. The older buildings would be called modern in other cities, as few of them have stood for ten years, and the buildings that are now under construction represent the highest type of