



Evans & Coleman's Wharves.

Francisco. Moreover, as with the growth of the Imperial idea, Imperial ties are strengthened, more and more will the all-British route, the "Queen's Highway," be preferred, both for military and for commercial purposes. More than this, as the years go by and the advantages of this route become more widely known, more and more will it draw trade from the American side of the boundary as well. Certain places must, from their position on the map of the world, become great cities. It needed no prescience to foretell the growth of Chicago, Montreal or Sydney. So also one need not be a prophet, or the son of a prophet, to predict from geographical position alone the coming greatness of Vancouver.

This prediction is strengthened by its topographical, that is, local advantages. It is doubtful whether any city in the world has more beautiful, more auspicious surroundings. First among these is that of the harbour, large enough to hold all the navies of Europe, and particularly safe both from storms (by reason of the shelter of the mountains and the fact that it widens inward from the Narrows) and from foreign attack (by reason of the ease with which its entrance may be defended). It is a question only of time, by the way, when Prospect



A stiff Breeze On the Inlet.



Steamships Passing Through the Narrows

Point, or some other position in Stanley Park, which is Ordnance land, will be fortified, and a garrison stationed here. Even now Vancouver is regularly visited by the men-of-war from the naval station at Esquimalt.

Again: No city has in its immediate neighborhood more beautiful scenery. As may be seen, Vancouver proper occupies a peninsula lying between Burrard Inlet (the har-

bour) and another inlet called False Creek, its western side stretching down to the open ocean, or rather English Bay and the Gulf of Georgia. From the shores of these several waters the land rises in an easy slope to a height of perhaps 100 feet, while across False Creek, in Mount Pleasant and Fairview, the ridge is somewhat higher. From any part of the city magnificent views may



C. P. R. Wharves.

be had. Perhaps the best is that from the electric tram cars, as they run along the ridge last mentioned. Facing the Inlet one sees, immediately below, the pleasant homes of Mount Pleasant and Fairview embowered in orchard and garden. Across the strip of water, of itself a capacious

harbour when the tide is in, lies the city proper, with its business blocks of stone and brick, and its residential quarters surrounded by their trees and well-kept lawns. Beyond this are the blue waters of the Inlet, with great steamships, the towering merchantmen, and, perhaps, a war vessel or so. Across the Inlet, between two or three miles in width, are seen

the Indian Mission of the Roman Catholic Church, North Vancouver, and the great Moodyville Mills; while, back of all, are the Mountains. And who can describe their beauty? In a great line they stretch from west to east. Keeping watch and ward over the entrance to the harbour, stand, or crouch rather, The Lions, two peaks rising to the height of from 6,000 to 7,000 feet. All descriptions of the scenery of Vancouver would be incomplete, however, without a reference to Stanley Park, with its giant trees 200 and 300 feet high, and so big of girth that a horse and carriage may be turned round in their hollow trunks; with its shell road



Yachting on Burrard Inlet.

nine miles in length, making a complete circuit of the Park.