

for, practically inexhaustible, the only limit to their output should be the lack of markets, a contingency not likely to arise."

A MARINE CENTRE

The manifold natural advantages possessed by Vancouver are at once apparent to even the most casual observer, but none appeals with more force than that of its great harbor and facilities for attracting maritime trade. Upon the completion of the Canadian Pacific Railway giving the port direct connection with the markets of the East, ocean commerce at this point took a great bound and has continued ever since to grow with marvelous rapidity, and Vancouver, which was twenty years ago an unknown quantity, is fast assuming its position in the front rank among the great ports of the world, and "via Vancouver" is becoming as familiar as "via Liverpool" or "via Hamburg."

The volume of trans-Pacific trade increases with leaps and bounds, and the quick mail services established to the Orient, the improvements in the Australian-New Zealand services, and the inauguration of a direct Mexican service, bring a large passenger traffic this way and adds much to the activity of the port.

The harbor of Vancouver, a natural one, the finest on the Pacific coast, and one of the finest in the world, requiring no dredging and practically not a dollar of expenditure, either in preparation for use or in maintenance, has been recognized, since the inception of the city, as one of its most valuable assets, and already the volume of trade that is finding its way to and from the port gives promise of a future that no one may estimate.

Vancouver harbor, in addition to being almost landlocked and therefore at all times safe to the smallest shipping, is one of the largest harbors in the world. It is the home port of all the Trans-Pacific and coasting steamers of the Canadian Pacific Railway. It has direct steamship communication on regular schedule with the Orient, Australia, New Zealand, Hawaii and Fiji, and with the United Kingdom through the monthly sailings of the Ocean Steamship and China Mutual companies.

Many will be found to assert that the future of Vancouver depends to very great extent on the development of shipping, and if this be so, that future may be reckoned as quite assured, as every facility is at hand, the harbor is perfect, direct connection is made with the great transcontinental railways, and the trade is already developed on a most satisfactory basis.

The volume of trade, both passenger and freight, has grown steadily

and without a break. The customs returns of the port for the year ending in March, 1907 show Vancouver's exports to have been \$4,838,275; the imports for the same period, \$9,447,661. The total revenue from the customs of the port was \$2,172,930, an increase over 1906 of nearly \$400,000. These figures are characteristic of the general growth of the city and the port. The inland revenue returns for the division of Vancouver during the year ending in March, 1907, were \$403,724, an increase of \$50,000 over the previous year. As evidence of the volume of shipping often seen at the docks of the Terminal City, there were loading at the same time during a single week not long ago the following vessels of large tonnage: Wyneric (3264), Boveric (2578), Bellcrophon (5800), Dolphin (498), Glenmark (1250), Georgia (1778), Sonoma (2936), Monteagle (3492), Empress of Japan (3003), City of Puebla (1713), Haldis (1065), Halvard (1066), Mitterhorn (1754), Sarithana (1110), Alderley (1147).

Scores of vessels make Vancouver their home port or terminus. This is the home port of the Canadian Pacific Railway Company's world-renowned Empress line, the greyhounds of the Pacific that hold the blue ribbon for speed and possess a reputation for being the most commodious and best-fitted steamers plying between Occident and Orient. Other royal mail trans-Pacific vessels which have one terminus here are those of the Canadian-Australian and the British Columbia-New Zealand lines, which make regular calls at Honolulu, Fiji and islands of the Southern Seas. Other steamers connect Vancouver and California, British Columbia and Alaska, the Canadian coast and Puget Sound; provincial companies operate vessels from one British Columbia port to another, while sailing ships from every prominent port on the Seven Seas cast their anchors at one time or another in the blue, calm waters of Burrard Inlet. Less than two decades ago the business men of Vancouver gave a banquet to mark the arrival of the first trans-Pacific steamer, today the Canadian Pacific Empresses, the Canadian-Australian liners, the Blue Funnel or China Mutual leviathans are so common objects along the wharves that they are as unnoticed as the Chinese, Japanese, Kanakas, Chileans, Hindoos and other once stared at members of the cosmopolitan population. As time goes on Vancouver's importance as the port of Canada on the Pacific must be vastly increased. The construction of the Panama Canal, the awakening of China, the continued advance of Japan, the development of Australia and New Zealand, the growth of the United States cities to the south and of Alaska and the Yukon to the north will all materially aid in this direction. A province that juts out into the North Pacific like British Columbia does cannot be hid. It is so placed in the ocean of the