



The section shown on the opposite page as it looks today.

The Vancouver Harbor

Governor Chas. Hughes of New York experienced the feeling that is shared by everyone who comes to the city, when he said, "Vancouver has the finest harbor I ever saw."

Gov. Hughes had seen all the great harbors of America before he made his frank statement, but of greater value is the opinion of William E. Curtis, the greatest traveller of this day, who has entered every harbor in the world, and made a careful study of shipping and carrying on his life work of dealing to American readers through the medium of the *Chicago Record-Herald*, the story of the progress of the world. "Vancouver," said Mr. Curtis, "is the Liverpool of the Pacific." Its harbor is unequalled by only two others in the world, the harbor of Rio Janeiro, and Sydney, N. S. W. Here is a story of Vancouver's harbor facilities and shipping as told by Wm. Skene, Secretary of the Vancouver Board of Trade:

Of the great harbors of the world, Vancouver, in extent and in the grandeur and beauty of its natural surroundings, gives first place to two only, Sydney, N. S. W., and Rio Janeiro.

One hundred and fifty miles from the open Pacific, it is sheltered from the storms of that great ocean, and from the force and immense precipitation of the cloud-laden southwest winds by the mountains of Vancouver Island and the more distant Olympian Range, which rise to a height of 7,000 feet from the southern shore of the Straits of San Juan de Fuca; while to the north and west the Coast Range affords equal protection, so that in 22 years the writer has never seen a day when an Indian would not cross the harbor in his dugout canoe.

Within the First Narrows, known as the "Lions' Gate," the shore of the harbor proper, not including the

North Arm of Burrard Inlet, extends to 25 miles, while the width in front of the C. P. R. depot is $2\frac{1}{4}$ miles, the low water depth at the wharves being 25 feet, and in the stream fully 30 fathoms, the average tide being $13\frac{1}{2}$ feet.

In addition to the main harbor, there is in the center of the city what is known as False Creek, with a dock line of about 4 miles, while the southern shore of English Bay to Point Grey extends an equal distance and is likely to be utilized in the not far distant future.

The geographical and strategical position of Vancouver, as for all time the chief port of the Dominion of Canada on the Pacific, assures for her a great future, and while she is at present terminus and shipping port of the Canadian Pacific Railway system, it is expected that within four years the Canadian Northern, the Grand Trunk Pacific, the Great Northern, the Northern Pacific and the Chicago, Milwaukee & St. Paul lines will all have their steamers plying from the docks on Burrard Inlet or English Bay, while the competition of the Panama Canal on the one hand and the interim agricultural extension in Alberta and Saskatchewan, added to the development of British Columbia itself on the other, are all factors tending to increase her importance in the world's commercial intercourse.

The lines now plying to Vancouver are:

The Canadian Pacific "Empress" Royal Mail Steamers to China and Japan plying in connection with the company's Atlantic "Empress Line."

The Canadian-Australian Royal Mail Steamers to Honolulu, Fiji and Sydney, with connections to New Zealand.

The Blue Funnel and China Mutual line to Europe via the Suez Canal.

The Canadian-Mexican Mail Steamers, and the Jensen Liners, both carrying goods to and from Europe via the "Tehuantepec Railway," and connecting steamers on the Atlantic.

The Pacific Coast Steamship Company's steamers to San Francisco, as well as a fleet of coasting steamers con-